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*NIELSEN MEDIA INDEX 2015



DELOREAN GUEST DRIVE

"BACK TO THE FUTURE"
IN PRESENT-DAY
SINGAPORE

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NEW RX THE LEXUS THAT RELAXES

MINI JOHN
COOPER WORKS
MEETS
FIAT ABARTH 695
TRIBUTO FERRARI
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PLUS

GROUP TESTS GALORE



- ➔ VOLVO XC90 T6 2.0 vs AUDI Q7 3.0 vs BMW X5 3.0
- ➔ MERCEDES-AMG GT S vs PORSCHE 911 GTS
- ➔ FORD FOCUS vs RENAULT FLUENCE

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*The loan is arranged with Hong Leong Finance Ltd and subject to its approval. Terms and conditions apply.



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Das Auto.

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E^{EDITOR}TORQUE

BEYOND COMPARE

When I was a small boy, I had medium-sized hopes and big dreams. I also had a big fleet of Matchbox die-cast toy cars of different colours, makes and models (a big fleet in my small-boy days meant about 50 vehicles).

Of course, I loved to play with those cars – “driving” them on the living room floor, “parking” them properly and sending them for regular “servicing” (which would be done by my mechanic persona, whose name was David Tin).

I also liked to imagine scenarios involving the little rides, mostly “bad guys versus good guys” car chases/crashes. The bad guys sometimes won, but the good guys always lived to drive another day.

On non-driving play days, I would compare the different toy car designs – styling, cabin, engine, doors, bonnet, roof, wheels and whatever else that my eyes could see. Such comparisons were fun and useful, because they helped me to choose the best cars for the bad guys and their good rivals.

Torque continues to set the pace in practical local comparison tests, and we have five in this issue – on pgs 44, 54, 60, 64 and 68.



David

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BOOSTING TORQUE



CHRISTOPHER TAN

Our consulting editor answers the questions that abound as the Nov-Jan supply of COEs dips unexpectedly (pg 24).



DR ANDRE LAM

Back-to-back overseas test-drives kept Andre so busy that he can only file those stories for our 2016 Jan and Feb issues.



KEVIN CHIN

Our US road trip virgin realised that speed isn't everything when trucking from New York City to Washington, D.C. (pg 78).



SHREEJIT CHANGAROTH

In the first of a two-part article, our mechanical engineer explains the technology of active suspension (pg 92).



EDRIC PAN

The most surprising car he has driven all year is not a coupe or a supercar – it's a 1.5-litre diesel hatchback (pg 30).



LYNN TAN

She would like to remind the men reading her column this month: Do not assume that all women know zilch about cars (pg 32).

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POST/MAIL OF THE MONTH

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CARS AND SOUPS

RACHAEL ANG Dear *Torque*, I think the article *Men Out-talk Women* [2015 September issue's Behind The Wheel column] is rather inaccurate.

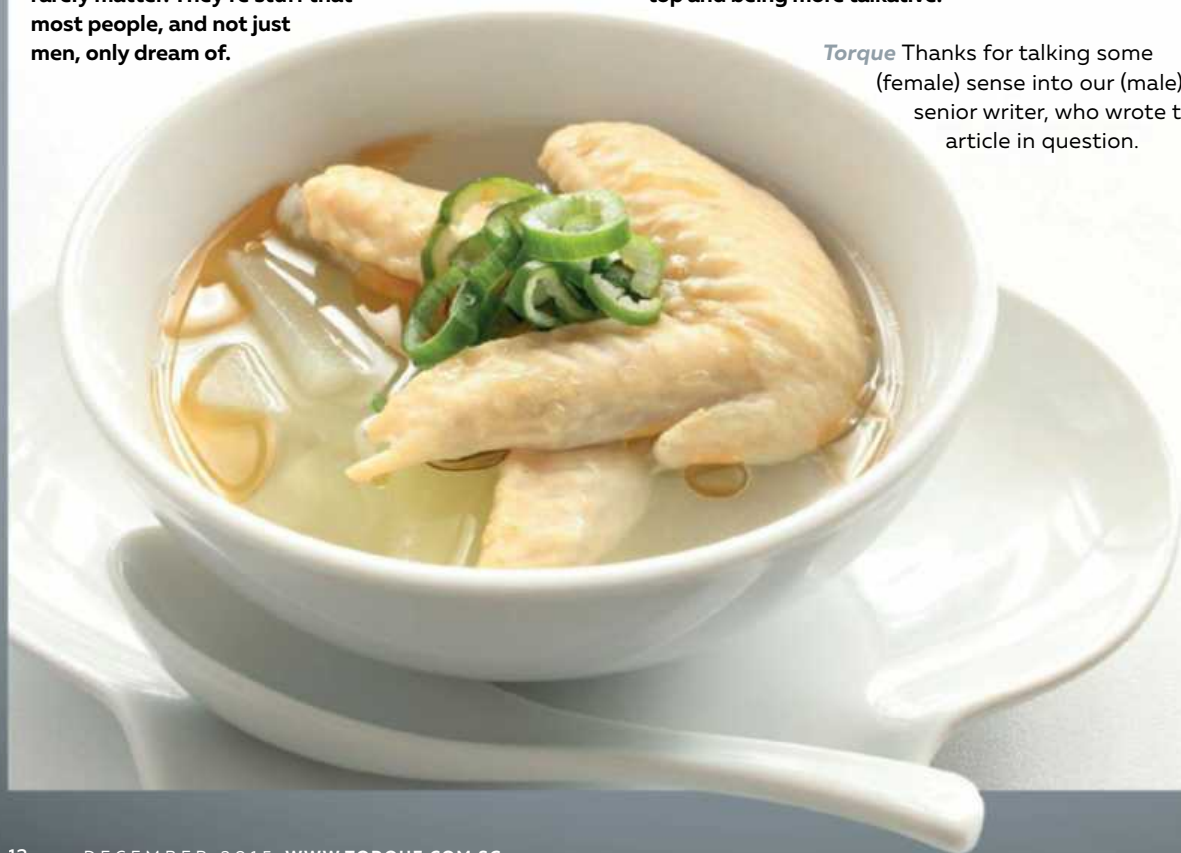
If the conversation on cars centres on things like third-row seats and parking aids, we women will certainly be more interested and talkative than the men. Let's be candid – in the Singapore context, and in most of Asia's congested cities, power-to-weight ratio and horsepower rarely matter. They're stuff that most people, and not just men, only dream of.

It's like fantasising about a date with Christina Hendricks. Totally unrealistic for most guys, who'll end up going home with their "lesser" wives or girlfriends.

But when it comes to being fed with chicken soup while nursing a cold, most guys know it's their "lesser" partners who'll be there for them.

So, if the subject is "How to make a better chicken soup/a more practical car", you'll find us women still on top and being more talkative.

Torque Thanks for talking some (female) sense into our (male) senior writer, who wrote the article in question.





THE INTERN

REFAYAT HAQUE ➔ Hello, any job or internship opportunities at *Torque* magazine? Thank you very much.

Torque The *Torque* team could use (or misuse) an apprentice to make kopi, buy food, run errands and wash the editors' cars, but our current setup doesn't require/justify an intern. Ask again next year?



REGISTERED ON HIM

VEGAS LOW ➔ I would like to see more Singapore-registered cars being featured. It feels more personal, I guess. Anyway, great read always.

Torque Test cars with LTA-issued registration number plates put the "Singapore" in this Singaporean magazine, but we believe that *Torque's* rich, relevant local flavour comes from our story angles and strong Singaporean writers.

GIFT EXCHANGE?

WONG HSIEN LOONG ➔ Dear *Torque* circulation department, I was wondering if a subscription promotion's gift can be converted to a few more issues instead. Thank you, and best regards from your avid reader.

Torque Unfortunately, any gift that's part of a subscription offer cannot be substituted with additional issues of the magazine.



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"NO. 1" FAN

KIAN TJOE ➔ *Torque* makes me a bit of a motoring expert, even though I'm just an amateur. I find it quite exciting to read *Torque* and add to my automotive knowledge. It's really amazing how one of several homegrown magazines has transformed into Singapore's No. 1 car title. I'm really touched by the editor's efforts to treat *Torque* readers as precious fans and keep us up-to-date about the latest happenings in the motoring industry. Love *Torque*.

Torque Thanks for your precious support, Kian Tjoe. We'll continue to do our best for readers/supporters like yourself.



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DAWN OF A NEW ERA

STATE-OF-THE-ART TECHNOLOGY IN BMW'S i CARS NOW FEATURES IN ITS FLAGSHIP 7 SERIES LIMOUSINE – TO BRILLIANT EFFECT.

BMW had the world in awe when it first revealed the electric i3 and plug-in hybrid i8 sports car. More than just design masterpieces that captured the imagination, the vehicles were pioneers of the new reality in motoring: sustainability. The cars also feature a series of technical revolutions, such as a high-performance lithium-ion battery that charges faster and more easily. Thus, it better complements the electric motor that's found in both BMW i models.

MAKING LIGHT WORK

A key pillar of success for the BMW i models, though, was the fact that they are very light, aerodynamic and yet very strong. The all-encompassing lightweight approach to the design of BMW's new car – dubbed – Intelligent Lightweight Engineering – has seen engineers shave weight off every possible aspect of its build for improved fuel efficiency and performance on the go.

Complementing the range of TwinPower Turbo powerplants available, the combination of intelligent design and use of advanced materials, high-tensile steels and aluminium in the construction of the car has resulted in a lighter yet stronger coach, with significant weight savings. This is pivotal in reducing its weight, which in turn, maximises dynamism and efficiency.

As a direct result of this mixed-material construction, the new 7 Series now weighs 130kg less than its predecessor – this is in spite of all the newly added innovations that would have increased the overall weight.

Central to this is the use of a very special material called carbon fibre reinforced plastic (CFRP). Used extensively in aircraft manufacturing and Formula One race cars, CFRP is a very rigid, lightweight material that's five times stronger than steel, yet 50 per cent lighter.

However, given its unique nature, mass producing



it for both the i3 and i8 models required over a decade of extensive research. The result: optimised CFRP production techniques that can handle both large quantities of the material and complex shapes for various parts of a car.

PREMIUM PERFORMANCE

With the BMW i models setting the benchmark, technological advances like the extensive use of CFRP have been transferred to the latest generation of the company's flagship 7 Series luxury limousine. Quality here is not limited to the end product, but stems from the processes used to create it as well.

For the all-new 7 Series, Carbon Core is at the centre of its body structure, making it the first car in its segment in which industrially manufactured CFRP is combined with steel and aluminium. The intelligent body concept uses this mixed-materials approach to increase the

strength and rigidity of the passenger cell, while significantly reducing vehicle weight.

This is but one of the many new technologies that can be found on this sixth-generation flagship limousine from the carmaker, which has proved to be a masterpiece – and probably the best BMW car ever built.





TOPLESS MINI



■ MINI has introduced the all-new Convertible, which is aimed squarely at stylish and sun-loving drivers. This third-generation model is not only roomier than the older one, it offers more practicality and convenience as well.

The latest Convertible has more road presence thanks to its increased dimensions – it is 44mm wider and has a 28mm longer wheelbase for improved spaciousness.

The lengthened wheelbase enables the front seats to be slid further forward to help ingress/egress for rear occupants, who also have 36mm more legroom.

Also roomier this time around is the boot, which offers 160 litres of space with the roof open and 215 litres when it is closed. Both capacities are 25 percent greater compared to the ones in the previous car.

For the first time, the Convertible is equipped

with a fully electric roof, which is said to be quieter than the one in the previous model. The soft-top can be opened and closed in 18 seconds at speeds up to 30km/h.

The Convertible also has a new rain warning function.

If the top is open, it sends a message to the driver's smartphone to warn him of impending showers.

However, this feature is

only useful if the driver has parked and left the vehicle with the roof down.

The MINI Convertible will arrive in Singapore in the first half of 2016 and will be initially available in Cooper and Cooper S variants.



MIDDLE MACAN

■ Porsche has introduced the Macan GTS, which sits between the Macan S and Macan Turbo variants.

Although the Macan S and Macan GTS both have twin-turbocharged 3-litre V6 engines, the latter is tuned to produce 360bhp and 480Nm, or 20bhp and 20Nm more than the former.

This gives the Macan GTS a century sprint time of 5.2 seconds, which is 0.2 of a second quicker than the Macan S. To harness the hotter performance, the GTS variant has a 15mm lower ride height and 20-inch wheels with staggered tyre sizes as standard.

The Macan GTS is priced at \$326,488 without COE.



TOPLESS LANDIE

■ Land Rover has unveiled the Range Rover Evoque Convertible, the brand's first-ever cabriolet.

Based on the Evoque compact SUV, the four-seater Convertible variant has a soft-top that can be lowered in 18 seconds and raised in 21 seconds. The roof, which Land Rover claims is the longest and widest on any vehicle to date, can be operated at speeds up to 48km/h.

Also debuting in this model is the carmaker's new InControl Touch Pro infotainment system, which features a 10.2-inch screen and is claimed to offer enhanced connectivity and responsiveness.

Wearnes Automotive expects to launch the Evoque Convertible in either the third or fourth quarter of 2016.





News

INSIGHTS & INTELLIGENCE



TOYOTA'S CLASSIC PARADE

■ The Toyota Automobile Museum hosted its annual classic car festival on Nov 28 at Meijijingu Gaien park in Shinjuku, Tokyo.

The theme for this year's event was lightweight, no-frills models such as the 1960 Toyopet Crown Model RS21 (above). The RS21 was also the lead

vehicle for the Classic Car Parade, in which approximately 100 privately owned vehicles participated.

Apart from Japanese cars, the festival also featured other models, such as a 1963 Chevrolet Corvette Stingray and a 1961 Jaguar XK150S.



PEUGEOT "CHOPPER"

■ Peugeot does not produce aircraft, but it can certainly help shape them. The initial design for the Airbus H160 helicopter pictured here was created by Peugeot's Design Lab, which has also worked with aircraft makers such as Dassault Aviation and Bombardier.

Airbus then finalised the design and brought it to fruition. The H160 is expected to cater to private business users and emergency medical services.



FOLDABLE JUKE

■ Nissan commissioned British artist Owen Gildersleeve to create a life-sized origami replica of its Juke crossover to celebrate the model's fifth anniversary.

The sculpture, which took more than 200 hours to create, is constructed from over 2000 pieces of folded paper.

The project was unveiled during World Origami Days, which are celebrated annually from Oct 24 to Nov 11.

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■ **MANAGING DIRECTOR**
FERRARI FAR EAST HUB

WITH 20 years of experience in the automotive industry – accumulated at different automakers that include Citroen, Renault and Porsche – 43-year-old Dieter Knechtel joined Ferrari Far East Hub as its new managing director in April this year. He is responsible for the supercar marque's operations in the Asia-Pacific region (except Greater China).

Born in Vienna, Dieter spent a considerable amount of time overseas, especially in China, where he was Porsche Holding's brand division president. Because of his extensive travels, he is fluent in German, English, French and Spanish, as well as conversational Mandarin and Japanese.

What have you learnt from Porsche that helps you in your current position?

At Porsche, there are sports car fans and sports utility vehicle fans, so you have to distinguish between the different segments. Ferrari is a pure sports car brand, so the approach to customers is a very special and sophisticated one.

At Maranello, the customer is always at the centre of what we do. If we plan to do something, listening to customer's wishes first is always good to move things along in the company.

What was the biggest culture shock moving from a German company to an Italian one?

Thankfully, none so far! I'm very driven to work for Ferrari after so many years with Porsche. German companies have lots of processes in place, and they are very exact in everything, which is good for their agenda. But it is not always about process here at Ferrari. It's about special treatment, individual solutions and listening to the customer.

Do Ferrari's Asian customers have different expectations compared to their American and European counterparts?

Basic expectations, like aftersales and warranty issues, are the same worldwide. At the end of the day, it's about being professional and keeping all the basics under control, so that things run smoothly.

How do Ferrari's key markets in Asia differ from one another?

The market in Japan is so experienced, especially when it comes to racing. Customers there spend a lot of time studying about cars, and sometimes they know even more than us!

In China, the foundation isn't there when it comes to racing and cars in general, but it is changing very quickly. In the beginning, customers were just



C Ferrari's Tailor-Made customisation programme is popular in the Asia-Pacific markets under Dieter's management.

buying our cars and not thinking about further costs that can occur later, which led us to focus on clarifying issues like warranty.

In South-east Asia, we have lots of very good customers because the brand is very established here. There's lots of passion in the region. The Indonesians have invested a lot in racing and it's good to see them getting the results back. In Singapore, we have many high-value customers.

What is the take-up rate for Ferrari's Tailor-Made programme in this region?

We have many customers flying over to Italy regularly to customise their cars. But numbers are not everything. What's also important is to demonstrate what the brand and product can do, to show what's available, and to establish this knowledge within our customer groups. I feel Tailor-Made is stronger in this region than in other parts of the world.

Why is that so?

Maybe because we have markets that are relatively new and developing very quickly. When something has been there a

long time, it tends to flatten out a little. But if something is new, you want to promote it extensively. Another guess is, we tend to underestimate the sophistication of the Asian customer.

How do you keep newer customers loyal to the brand?

By offering them opportunities to use our products and have fun. Our customers can mingle with other like-minded enthusiasts, drive on a track and in a group, and have a feeling of community. If we are systematic with this approach and offer customers such opportunities, I believe they will stick with us.

Lamborghini is expanding its range with an SUV. Will we ever see Ferrari go down that route?

I think we just need to stick to our DNA, and be loyal to what Ferrari is and what people expect of us. At the moment, we do not feel any pressure, but we will see again in the future. Right now, it is best to stick to what we do best, which is racing, and making supercars. That is an integral part of our brand values.

What is your motto in life?

Like in business, my principle is to be honest and transparent. I have been educated with values relating to honesty, integrity and humbleness. If you apply such basics in business, you will succeed. Cheat your way through and it will bite you back one day. 🍷

“
**IT IS BEST
TO STICK TO
WHAT WE DO
BEST, WHICH
IS RACING,
AND MAKING
SUPERCARS.**
”



BLAST FROM THE PAST

THE COLUMN-WHEEL
SINGLE PUSH-PIECE
CHRONOGRAPH FROM
LONGINES STIRS UP
FOND MEMORIES OF ITS
STORIED HERITAGE.



The white lacquered dial
with blued-finish steel hands.



Black matte dial with
rhodium-plated hands.

The hallmark of good design is a creation that remains timeless. And few manufacturers of fine horology have established themselves as well as Longines.

Timepieces in the Heritage collection by Longines have always paid tribute to the pioneering spirit that inspired its designers. From the days when the brand's watches would accompany pioneers on adventures across air, land and sea until today, its designs have continuously

been refined and updated to boast classical elegance. Performance, naturally, remains a fundamental focus in each watch.

Combining the hallmarks of exquisite design and craftsmanship, a rich tradition and technical precision in timekeeping, the brand with the winged hourglass for a logo has firmly established itself as the go-to timekeeper, especially in the realm of championship sports.



THE HERITAGE CONNECTION

One such re-issue is the Longines Column-Wheel Single Push-Piece Chronograph. A handsome tool watch that reflects timeless style and mechanical precision, it also features a chronograph complication that appeals to one's discerning preference for a versatile timepiece: It can be worn at work or to a fancy dinner, and yet is functional enough to measure distance and speed.

Housed within this timeless 41mm steel case, with a transparent case back revealing the intricacies of the brand's signature movement, is an exclusive calibre L788.2 (ETA A08.L11) engine with a blued-finish column wheel revealing a perfectly symmetrical profile.

Like a performance car whose form has been sculpted in a wind tunnel, a neat single push piece

extending from the crown is used to control the chronograph function. Like the car, this feature reinforces the model's sleek, sporty and purpose-built design.

To suit specific tastes, the watch is available with a black matte or white lacquered dial, with black or white contrasting Arabic numerals and tachymeter scale. For further contrast and easy reading, rhodium-plated or blued-finish steel hands feature in the respective colour variants. Completing the look is a choice of brown or black alligator leather strap with buckle.

FULFILLING THE NEED FOR SPEED

This being a watch that's meant to be used on the go, a quick push of the push piece is all it takes to get the chronograph started. That way, you can focus your attention on the road and enjoy the driving.

To measure speed, note the distance travelled over the time that has elapsed. Located centrally at the 12 o'clock mark, the prominent 60-second hand helps in pointing out the fine details on the tachymeter scale.

With precise performance and elegant look, the Longines Column-Wheel Single Push-Piece Chronograph has been perfectly and meticulously crafted to sit on the wrist of the motoring enthusiast.

Seeing is believing, so experience the performance for yourself today at #B1-90A/B The Shoppes at Marina Bay Sands, tel: 6634-9893 or #02-132 Marina Square, tel: 6336-9495.



Analyse This

CONSIDERING
THE "WHYS"
BEHIND THE NEWS

CONSULTING EDITOR
CHRISTOPHER TAN



12/DEC

COES STILL COOLING?

Questions abound as the November-January supply of certificates of entitlement dips unexpectedly.



CHRISTMAS is here once again. But you won't be getting any presents from Santa, regardless of whether you have been naughty or nice – at least not presents that are automotive in nature.

The COE supply for the November-to-January quota period is marginally smaller than the previous three-month quota. This is despite wide expectations that supply will keep increasing till some time in 2018.

There are two main reasons for the phenomenon – one, motorists are extending the lifespan of their cars; and two, rental companies are snapping up old cars in response to



demand whipped up by the likes of Uber and GrabTaxi.

Because COE supply is determined largely by the number of vehicles scrapped in the preceding three months, a slowdown in scrappage translates directly to a shrinkage in COE supply.

Does this mean that COE supply will stagnate now? No. In all likelihood, supply will be back on the growth path when the 2016 February-to-April quota comes along.

That is because a sizeable cohort of the car population will reach the 10th year in the next couple of months. The numbers will be too huge even

the lifespan of their cars or those who took to driving for Uber and GrabTaxi will not be in the market for fresh COEs.

Premiums would probably rise initially on sentiment alone, because the mere knowledge of a dip in supply (no matter how small) is enough to drive dealers to bid more aggressively.

The pattern of the commercial vehicle category already attests to this. Because buyers responded to the Early Turnover Scheme, there were fewer fresh Category C COEs available. Premiums rose initially, but stabilised soon after.

In the scheme, buyers junk their old, polluting trucks for "clean diesel" models at a discounted COE premium. As this move is equivalent to a COE revalidation, no fresh COE is released for the clunker that was scrapped.

Now, the problem is the huge cohort of people who are scrapping their cars in the next couple of months. Most (not all) will be in the market for a new car. This might neutralise the factors that keep premiums stable, if not drive them down outright. The question is, how powerful will this neutralising component be?

Going by historical evidence, it would not be powerful enough to halt a downward trend in premiums.

Consider this: There has been a lag in supply and demand since five years ago, when the Government reverted to basing quota size on past deregistration figures instead of forecast deregistrations.

This means those who scrapped their cars between, say, August and October will have fresh COEs assigned to their deregistered vehicles only between November and January. That means a three-month lag.

Despite that, COE premiums have been on the downtrend since supply started growing



THE (COE) POWERS THAT BE

How will Mr Khaw Boon Wan (above, left) – a strong advocate of cycling, walking and public transport – alter the COE system?

For as long as we can remember, every transport minister has made his own modification (or modifications) to the 25-year-old system.

Or it could be that COE tweaks are so frequent that no ministerial tenure, no matter how short, can possibly run out without one happening under his watch.

Mr Khaw's predecessor, Mr Lui Tuck Yew (above, right), said before he stepped down that there would not be any saving of COEs for the next supply "dry spell". That's good news for those who have been waiting for supply to surge.

Mr Khaw is unlikely to overturn Mr Lui's pronouncement. In Singapore, the Government acts as one fairly unified entity, unlike other countries, where public policies are sometimes personality-driven.

PHOTO SPH LIBRARY

for Uber and GrabTaxi.

These companies, incidentally, are likely to face some form of regulation soon – a development that is likely to crimp demand from people who want to drive for them either because they want access to a car on the cheap, or because they are disenchanted with driving a regular cab for a living.

So, what will this do to COE prices? While it might be pretty obvious for premiums to rise when supply shrinks, it may not happen. This is because those who extended

last year (2014) after a seven-year contraction.

From highs of over \$90,000 in 2013, premiums slid to \$70,000–\$80,000 in early 2014 and to \$60,000–\$70,000 by late 2014. By the time of writing in October 2015, they had settled to below \$60,000.

**IN ALL
LIKELIHOOD,
THE COE
SUPPLY WILL
BE BACK ON
THE GROWTH
PATH WHEN
THE FEB-TO-
APR QUOTA
COMES
ALONG.**

So, that is a good \$30,000 drop in just two years or so. Hence there is more than a fair chance that prices will continue to drop when supply gets back on the growth path.

Of course, the slide in premiums would have been sharper if we still had the forecast deregistration method of allocation. The forecast method, if carried out well, is more responsive to actual demand.

All eyes are, meanwhile, on new Transport Minister Khaw Boon Wan (see box story on previous page).


The annual allowable growth rate for the car population is already at 0.25 percent. But in actual fact, the car population has been shrinking – from 607,292 in 2013 to 581,208 as of this September. That works out to a 4.3 percent shrinkage over two years.

This is because the 0.25 percent growth rate is not large enough to offset the three-month lag between scrappage and COE allocation.

If this continues, the car population will, by 2020, shrink to around 523,000 – or back to 2007 levels. Even lower, if the Government decides to go with zero growth (as Senior Minister of State for Transport Josephine Teo declared recently).

But by 2020, road capacity would have grown noticeably with new underpasses and viaducts, a new semi-expressway through Bukit Brown, followed by the new North-South Expressway, which runs almost parallel to the Central Expressway.


So folks who are fortunate or wealthy enough to own a car by 2020 will have lots of road space to themselves.

 A slowdown in the scrappage of old cars translated to a shrinkage in the COE supply for the quota period of November 2015 to January 2016.

The next-generation electronic road pricing system (ERP), which uses satellite technology that allows the number of priced roads to scale up literally overnight, would also be in place by then.

Ironically, if the car population were to revert to 2007 levels, and the road network designed to cater to demand in 2020 and beyond, will there still be a need for such an invasive ERP system?

But here's the thing: Motorists may not mind the occasional beep from their in-vehicle unit because the roads will be more free-flowing than they are today.

For them, Christmas could well be every day. 

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Behind the Wheel

JEREMY CHUA

I WANT AN AUTONOMOUS CAR

Our senior writer dreams of having an automobile like KITT from *Knight Rider*.



WE are constantly being told that autonomous vehicles are the future. With these smart and independent automobiles plying our streets, accidents and traffic jams would be non-existent, and our roads would be able to handle higher vehicle volumes, too.

This scenario, however, is a nightmare to car lovers and driving enthusiasts. We imagine the fictional, post-apocalyptic world from the *Terminator* movies becoming a reality, with machines controlling everything. We probably wouldn't be allowed to drive because machines are perfect and humans are flawed.

But I wouldn't mind owning an autonomous sports car that is as cool and as great as KITT from *Knight Rider*.



PHOTO 123RF.COM

Autonomous cars of the future will have neat touchscreens instead of KITT's messy controls.

If you've never watched an episode from the 1980s TV series, the fictional KITT was indestructible, never needed refuelling, and had a top speed that would make today's hypercars look downright slow.

KITT also had a "turbo boost" function that enabled it to jump over obstacles. It could also be summoned to your location via a walkie-talkie function on a smartwatch. Who needs apps?

With a KITT-like autonomous car, I'd never need to find a carpark lot, since it could park itself. Traffic jams could be avoided and I'd be able to jump/fly over accidents, too. The vehicle would also function as a personal assistant, reminding me of appointments and stories due. I could even order it to

recce photo-shoot locations and perform on-road research from the comfort of my desk.

Plus, there'd never be any concerns about the car getting vandalised or being crushed in an accident, since it would be indestructible. My only concern would be how much its software upgrades would cost, even if these patches could be downloaded wirelessly.

But the coolest thing about my dream autonomous car is that it would always allow its flawed human owner to drive. 🙏

JEREMY'S ONLY OTHER REQUEST FOR HIS AUTONOMOUS CAR IS FOR IT TO HAVE A FEMALE VOICE, WHICH HE FEELS IS MORE APPEALING THAN A MALE ONE.



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Ed Lib

EDRIC PAN



SMALL SURPRISE

The most surprising car Edric has driven all year is not a coupe, nor a supercar – it's a 1.5-litre diesel hatchback.



THE most astounding vehicle I've driven all year is not the wonderful Porsche Cayman GT4 I enjoyed in southern Portugal in March, nor the storming Audi R8 V10 Plus that I had a blast with at the same venue in July. Not even the spectacular-sounding, thunderously fast Mercedes-AMG C63 S I tried locally in September.

Special as those cars were, their excellence was more or less expected, and the question was merely one of degree.

But a car whose fun factor and all-round competence I had not anticipated, and whose key I was seriously reluctant to hand back, was an unassuming five-door hatchback with a 1.5-litre 3-cylinder diesel engine and

116bhp: the BMW 116d.

Despite its modest horsepower, it was peppily eager off the line, around town and on the expressways, thanks to a useful 270Nm of turbocharged torque and well-spaced gearing from its 8-speed autobox. In fact, it felt almost hot-hatch quick in the midrange.

It steered beautifully, too, dancing to whatever tune I called through its fluid, well-weighted helm. The rear-drive chassis displayed real engineering sorcery, somehow marrying that agile, playful handling to a delightfully supple ride.

Big power, fat tyres and an ultra-sporty, unyielding



ride are the usual criteria for a performance machine these days, but cars employing a diametrically opposed formula can entertain immensely, too.

With light weight, decent torque, a compliant but lovingly tuned chassis and (most critically for me) well-weighted, feelsome steering, great fun is there to be had, as BMW has shown with the cheapest car in its range.

The BMW 116d doesn't have a monopoly on low-powered hatchback fun either. The VW Golf, even the base 105bhp 1.2-litre version, is lively and entertaining. And most of the offerings in Ford's model range, from little Fiesta to Focus and Mondeo, up to the S-Max multi-purpose vehicle, are great to drive, showing that their engineers appreciate (and, more importantly, are capable of) proper chassis

setup. The Hyundai i30, which sadly is no longer available locally, was another example of this philosophy.

If only more manufacturers would step out of the arms race and focus on creating properly resolved, fun-to-drive everyday models, rather than ludicrously powerful range-toppers whose potential can only be fully tapped on a racetrack. 🙏

U
The old i30 was another humble hatchback that Edric enjoyed driving.

EDRIC BELIEVES THERE ARE DRIVING THRILLS TO BE HAD IN COE CAT A. IF YOU LOOK HARD ENOUGH.





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Her World Of Motoring

LYNN TAN

IMPRESS ME NOT

Lynn would like to remind the men reading this: Do not assume that all women know zilch about cars.



BEING a (freelance) motoring journalist entails collecting cars for test-drives. My go-to people are usually the public relations or marketing folks from the respective brands, many of whom have become dear friends over the years. So when we meet for a test-car handover, we also take the opportunity to have a quick chat, sometimes over tea – not just about work or the vehicle that I'll be testing, but also about family and other stuff that friends talk about.

Occasionally, when that familiar person is away, I have to collect the test car from the reception or the salesperson on duty.



C Some women know and love cars as much as clothes, shoes and colour coordination.



I always appreciate their sharing information about the car, such as technical details and what is new vis-à-vis the previous model. Even if I already know the info beforehand, it doesn't matter because the exchange can be rather enjoyable, especially if it's conveyed with a fiery passion for the brand and a sense of genuine excitement over a new model.

It feels as if they're proud parents introducing me to a new member of the family.

But every now and then, I get a random sales guy asking me questions such as "Have you driven any of our cars before?" or "Are you familiar with how this works?", or trying to show me basic things such as the gearlever, ignition button and keyless entry.

Call me over-sensitive (a female trait perhaps), but I tend to assume that my male colleagues probably never get asked such condescending questions.

Maybe the issue lies not with what they ask, but how they ask it. I do not proclaim myself to be a car expert, neither am I some pro driver. Nevertheless, it's still annoying when a guy automatically assumes that women are clueless when it comes to cars.

I suppose it's like me asking a guy whether he has ever used an oven, then proceeding to show him how the knobs work, after which I'll give a demo with the food processor and explain the various compartments of a fridge.

We women automatically assume that men are clueless in the kitchen because it's the woman's domain. But there are more male chefs than there are female motoring journalists. 🍳

LYNN WOULD FORGIVE THE CONDESCENDING "TEST-CAR HANDOVER GUY" AT THE SHOWROOM IF IT TURNS OUT TO BE A GREAT DRIVE.



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12/DEC



SEATS OF THE PANTS

Toyota once made a special Sienna minivan for SpongeBob SquarePants and his Bikini Bottom buddies. The maritime MPV is equipped with a sea captain's steering wheel, seashore floorboard and oceanic headlining. The car's "animated" exterior comes with SpongeBob's Superhero Incredibubble mask that blows bubbles. Less incredible, but also less nonsensical, is the new Toyota Sienna (pg 70).



AND ALSO

■ AUDI Q7 3.0 vs VOLVO XC90 T6 2.0 vs BMW X5 3.0 ■ MERCEDES-AMG GT S vs
PORSCHE 911 GTS ■ FORD FOCUS vs RENAULT FLUENCE ■ BMW 318i/316i - NEW
VERSUS OLD ■ VOLKSWAGEN SCIROCCO - NEW VERSUS OLD ■ LEXUS RX

DRIVER'S
LICENCE

42

RIGHT AGE
GROUP FOR
THE RX



DAVID TING

He would rather be in his 30s again and reverse-park himself into the NX age group.

THE LEXUS THAT RELAXES

The new RX is one of the best Japanese SUVs in which to rest and relax on your way to wherever.





THE old Lexus RX had been on sale in Singapore for six years, with a facelift halfway through its tenure here. Making it look even older is Lexus' own NX, a sporty and youthful compact crossover with a choice of hybrid or turbo power.

Some of the NX's sportiness appears to have rubbed off on the exterior of the new RX. Design highlights include a collection of "origami" creases in the bodywork, blacked-out C-pillars that provide a "floating-roof" effect, and "flashy" LED turn signal lights that illuminate sequentially (like on current Audis).

The default wheel size is 18-inch, with the bigger option being 20-inch instead of the outgoing model's 19-inch. The 20-inch alloy wheels come with a shiny chrome finish, like the surround of the car's spindle grille.

Said grille, especially with the F Sport variant's aggressive mesh treatment, is dramatic enough to scare kittens and kids.

But the new cabin will calm them down, and adults will be put at ease, too, because interior space has been made even more generous by the 50mm longer wheelbase and slightly larger body. The headroom is great and the rear legroom is comparable to that of Lexus' long-wheelbase LS limousine.

The boot is roomy, too, with 519 litres of evenly shaped cargo





THE NEW RX HYBRID
IS STRONGER,
SMOOTHER AND
MORE POSITIVE
THAN THE OLD ONE.





RX 450h	ENGINE	3456cc, 24-valves, V6, hybrid
	MAX POWER	263bhp at 6000rpm (total system output 313bhp)
	MAX TORQUE	335Nm at 4600rpm
	POWER TO WEIGHT	148.7bhp per tonne
	GEARBOX	CVT with 6-speed override
	0-100KM/H	7.7 seconds
	TOP SPEED	200km/h
	CONSUMPTION	17.5km/L (combined)
	CO2 EMISSION	131g/km
	PRICE INCL. COE	To be announced



RX is a refined cruiser, but its ride and handling are at their best only with (optional) Adaptive Variable Suspension.

C Roomy and foolproof, with all the user-friendly amenities needed by a Lexus SUV owner, and quite a few niceties he'll appreciate.

space that can be tripled by folding down the backseats (with convenient powered operation).

Under the boot floor is additional storage space, and the floorboard comes with a classy chrome latch instead of the previous RX's flimsy plastic latch.

The tailgate can be opened by placing a hand over the Lexus emblem – an interesting feature, but it's neither easier nor faster than the usual method of pressing a button somewhere above the rear licence plate or on the remote key.

More useful than the unique "handsfree" feature for the boot are the upgrades for the cockpit. The layout of all the switches is tidier, the gearlever is nearer, and the standard

equipment is superior to that in the recently retired RX.

For instance, the top-spec version gets a stylishly integrated 12.3-inch infotainment system, with slick graphics and quick responses to "mouse" inputs from the improved Remote Touch system.

Other improvements include an electric parking brake (instead of the old model's foot-operated pedal), an actual clock (instead of the old model's cheap "Casio" digital readout) and dual-depth cupholders.

The wood trim choices are nice, and not in an "uncle" sort of way, with the nicest being laser-cut timber supplied by piano maker Yamaha.

Revvng up the interior is

the optional F Sport package, which includes aluminium accents, a funky LCD instrument cluster, and shapelier, more supportive front seats.

On the move in any of the three new RX models (2-litre turbo 200t, 3.5-litre petrol-electric V6 hybrid 450h and, briefly, 3.5-litre petrol V6 350), the quietness is obvious.

There's negligible tyre patter from the fender areas, and no wind noise is noticeable from the windows when travelling on the freeways at speeds of between 55mph (88km/h) and 65mph (104km/h).

Those windows (front ones are double-glazed) even stay silent while lowered or raised.

Visibility from the driver's



Spacious, practical, properly insulated, and with classier fittings than the previous RX cabin.

seat is fantastic, helped by the enlarged window panes at the base of the A-pillars, comfortably high sitting position and a variety of cameras/monitors as extra "eyes". And the windscreen wipers are parked fully out of sight now.

In performance terms, the RX200t is a lot less urgent than the NX200t with the same turbocharged 2-litre engine, because the RX weighs over 200kg more. But in the RX, the engine is insulated "further" from the cabin and the 6-speed automatic transmission shifts more slickly.

The new RX450h offers a much tighter drive than the old one. Yet the new model is able to travel 3km to 4km further on every litre of petrol in mixed city-highway driving. It also goes into EV (electric vehicle) mode at every opportunity when in Normal mode.

The acceleration of the hybrid Lexus is significantly stronger than before, accompanied by smoother powertrain transitions between the 3.5-litre V6 petrol engine, electric motors and battery pack.

At the same time, the car reacts more positively to the driver's inputs made through the steering wheel, throttle pedal



and paddle-shifters (which “shift” a CVT). The regenerative braking’s pedal feel is more natural now (or less unnatural, perhaps), and the same goes for coming to a stop.

When taking a corner, the RX resists lateral body movements with surprising success for an SUV of its disposition and weight (1965kg–2105kg). The bad news is, it makes the old RX feel even more boat-like when tackling road bends.

Credit for the good handling goes to the vehicle’s active stabilisers, called Roll Skyhook Control by Lexus. It works well.

Working well, too, is the optional Adaptive Variable Suspension (AVS), which adjusts the damping force automatically to keep the ride unruffled – be it on perfect tarmac or broken American bitumen.

Even without AVS, the all-wheel-drive suspension is pliant and well-balanced, but backseat occupants with sensitive backsides might find the ride quality rather busy, especially with the stiffer F Sport spec.

Lexus’ latest RX range has just made its Singapore debut, initially with the RX200t and RX350, followed by the RX450h early next year. 🚗

“
SOME NX-STYLE
SPORTINESS HAS
RUBBED OFF ON
THE NEW RX.
”

DRIVETRAIN

TYPE

Inline-4, 16-valves, turbocharged

CAPACITY

1998cc

BORE X STROKE

86mm x 86mm

COMPRESSION RATIO

10:1

MAX POWER

238bhp at 4800–5600rpm

MAX TORQUE

350Nm at 1650–4000rpm

POWER TO WEIGHT

121.1bhp per tonne

GEARBOX

6-speed automatic
with manual select

DRIVEN WHEELS

All

PERFORMANCE

0-100KM/H

9.5 seconds

TOP SPEED

200km/h

CONSUMPTION

11.9km/L (combined)

CO2 EMISSION

195g/km

SUSPENSION

FRONT

MacPherson struts,
coil springs, anti-roll bar

REAR

Double wishbones,
coil springs, anti-roll bar



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Dunlop SP Sport Maxx 050

SIZE

235/65 R18

SAFETY

AIRBAGS

10

TRACTION AIDS

ABS, VSC

MEASUREMENTS

LENGTH

4890mm

WIDTH

1895mm

HEIGHT

1690mm

WHEELBASE

2790mm

KERB WEIGHT

1965kg

TURNING CIRCLE

11.6m

BUYING IT

PRICE INCL. COE

\$275,000 (after \$5k CEVS surcharge)

WARRANTY

3 years/100,000km



COMFORTABLE
CRUISING, THOUGHTFUL
PRACTICALITY, HIGH
QUALITY, SHARP STYLING



LESS NIMBLE THAN NX,
ADAPTIVE SUSPENSION
WITH ACTIVE STABILISERS
ISN'T STANDARD

TISSOT SPECIAL

A THRILL-SEEKER'S DREAM

Designed to withstand extreme conditions, Tissot's T-Touch Expert Solar exceeds expectations.



The T-Touch Expert Solar sports a black PVD titanium case and tactile sapphire crystal face.

To power through rough terrain, long distances, high altitudes and severe temperatures, it's essential to carry the right gear. Choose your gadgets, equipment and clothing wisely, and they will give you the edge you need to overcome most obstacles.

Your timepiece is a prime example. By providing details like the weather and changes in air pressure, and features like a compass and altimeter, it turns into a valuable tool that can point you in the right direction and help you make smart decisions.

Tissot's T-Touch Expert Solar, for one, offers all these and more. It's light, stylish and multi-functional, with clever elements that push you to succeed and heighten your sense of adventure. Here's why you should strap it on for your next expedition.

Tissot boutiques are at #B1-21 Ion Orchard, #01-25 Jem, #02-133 Marina Square, #01-31 Plaza Singapura, #02-08B Raffles City, #01-369 Suntec City and #B1-06 The Shoppes at Marina Bay Sands.

DESIGN UPGRADE

The latest touchscreen T-Touch Expert Solar is the result of exciting improvements done to the watchmaker's first tactile, solar-powered watch from 2014.

Instead of numbers, you now get an elegant new bezel with a compass rose. And on top of a backlight, you now have the Super-LumiNova arrow minute hand that clearly tells you the time even when it's dark.

What's more, you'll be able to stay alert and focused with information like the day and week, a timer, two 24-hour alarms, and two time zones.

Competing in a race? You can track your speed with chronograph lap and split times, which are recorded in the logbook. Always stay on the right track with the compass function, or check your status and progress as you climb up or down a summit with the altitude difference meter.

Scratch- and water-resistant, the watch looks just as good on your wrist as it does secured on your bag. The T-Touch Expert Solar is sleek in all-black or with a red strap.

A red strap is the perfect expression of your spirit of adventure.



ON TOP OF THE WORLD

But there's more to the T-Touch Expert Solar than meets the eye. The timepiece is part of Tissot's mission to support mountaineers and their quest to reach the top – the brand is closely associated with the Swiss Alps.

Tissot further promotes this cause through recent projects such as the "First Cliff Walk by Tissot" and the "Peak Walk by Tissot" – two impressive suspension bridges in Switzerland. Both show you what it's like to scale the Swiss Alps through an alpine climber's eyes, and invite you to enjoy the scenery, too.

Located in Grindelwald, the "First Cliff Walk by Tissot" was opened to the public on Sept 16, 2015.

The one-rope bridge is 40m long, and leads you to a 45m viewing platform for admiring the surrounding mountainside.

The "Peak Walk by Tissot", on the other hand, is at Glacier 3000. It's the first in the world to connect two peaks at 3,000m. Cross it and you'll come across the Tissot T-Touch clock, which displays the time and altitude, and a view of the Matterhorn, Mont Blanc massif, Eiger, Mönch and Jungfrau mountains.

Why not plan a similar trip and wear the T-Touch Expert Solar there – and experience the excellent performance and efficiency of the timepiece yourself?



The "First Cliff Walk by Tissot" in Grindelwald holds the record for being the highest suspension bridge in Europe.



The Tissot T-Touch clock was placed at the end of the "Peak Walk by Tissot" on May 29, 2015.



The "Peak Walk by Tissot" is at Glacier 3000 – the leading excursion destination in the permanent snow areas of the Swiss mountains.



STEEPED IN TRADITION

If the T-Touch Expert Solar impresses, know that it is just one of Tissot's many innovations. It has a range of unique timepieces to suit your lifestyle and needs.

Since it was founded in 1853, Tissot has been celebrating a number of firsts in Swiss watchmaking – from the world's first non-magnetic wristwatch in 1930 to the world's first analogue and digital wristwatch in 1986.

Now, it has added the T-Touch Expert Solar, the world's first tactile solar-powered watch, to its roster.

The brand still calls Le Locle in the Swiss Jura Mountains home, and it is there that it continues to create timepieces that are functional, and rich in technical detail and craftsmanship. As proof of its reliability and expertise, it has been appointed the official timekeeper and partner of international sporting organisations such as FIBA, MotoGP, the AFL, RBS 6 Nations Rugby and, recently, the NBA.

Tissot is sold in more than 160 countries. Visit www.tissotwatches.com for more information.

**VOLVO XC90
T6 2.0**
versus
**AUDI
Q7 3.0**
versus
**BMW X5
xDrive35i 3.0**

STORY JEREMY CHUA
PHOTOS TAN MENG CHOON
ART DIRECTION SEAN LEE

GROUP TEST



BRAWNY & BRAINY

This trio of seven-seater SUVs are powerful, practical and packed with smart features, too.





A seven-seater SUV is an exciting alternative to a humdrum seven-seater MPV. Although they are less spacious for passengers, SUVs offer better driveability and, when equipped with four-wheel-drive systems, some off-roading ability, too.

The three premium SUVs

we've gathered here deliver more than just strong performance – they're also packed with standard equipment that makes them intelligent.

The BMW X5, for instance, has ConnectedDrive, a suite of features that include a concierge service for owners. The third-generation X5 also promises keen handling, a trait expected of the Bavarian marque.

Throwing its hat into this contest is the all-new Volvo XC90. Apart from its bolder

design, the car's interior offers greater space and a more advanced dashboard compared to the previous model.

Looking to make a big impact in this shootout is the all-new Audi Q7, the largest SUV here. Compared to the old model, the latest vehicle is roomier, lighter and more athletic, too.

Which of these contenders would appeal the most to buyers looking for a premium seven-seater? Keep reading to discover what we think.



VOLVO XC90 T6 2.0 vs AUDI Q7 3.0 vs BMW X5 xDrive35i 3.0



ENGINE

Volvo's turbocharged 2-litre with 320bhp and 400Nm is the only 4-cylinder motor of this test.

6.5 seconds
(0-100KM/H)



VOLVO XC90 T6 2.0



ENGINE

Audi's supercharged 3-litre V6 with 333bhp and 440Nm is the most powerful of the trio, and yet the most economical.

6.3 seconds
(0-100KM/H)



AUDI Q7 3.0



ENGINE

BMW's turbocharged 3-litre inline-6 with 306bhp and 400Nm has the fewest ponies but the nicest soundtrack.

6.5 seconds
(0-100KM/H)



BMW X5 xDrive35i 3.0



MOST RESPONSIVE LOW-END

Eight-speed automatic is as fluid as the rest, but its manual override function could be quicker.



MOST MUSCULAR MOTOR

Eight-speed automatic is the smoothest gearbox of the group.



SPORTIEST ENGINE NOTE

Eight-speed automatic delivers the quickest gearchanges and the +/- override is "correct" - push to "minus" and pull to "plus".



VOLVO XC90 T6 2.0



COCKPIT

Swankiest and neatest cockpit has the fewest physical buttons. Infotainment system has a smartphone-like menu and is the smartest, too, as it can even raise/lower temperature settings via voice commands.



AUDI Q7 3.0



COCKPIT

Most spacious cockpit also offers the most colour options for mood lighting, but the virtual instrument panel and infotainment functions could be more intuitive. Lacks electrically adjustable steering, but the helm is the most responsive.



BMW X5 xDrive35i 3.0



COCKPIT

Sportiest cockpit features analogue gauges and paddle-shifters that are more solid than the Q7's. The large doorbins also make this space the most practical of the trio, but the air-conditioning could be stronger.





BACKSEAT

Most comfortable backseat of the bunch, but headroom is compromised by the panoramic sunroof. The touchscreen interface for the rear climate zones is unique and cool.



BOOT

XC90's 480-litre boot is the most ideal for active families, as it offers the most underfloor storage, which is useful for soiled articles.



BACKSEAT

Great for occupants with big feet, as footwell space here is the most generous. Access to the third row is the easiest, as the space between the second- and third-row seats is the widest of the three.



BOOT

Q7's 770-litre boot is the most convenient here, as the air suspension allows the loading height to be lowered at the press of a button.



BACKSEAT

Best suited to accommodating three occupants, as its floorboard is the group's only one that's flat, but its seatbacks are the least cushy. Third-row access is as tricky as in the XC90.



BOOT

X5's 650-litre cargo capacity is ideal for heavy items, thanks to the two-section tailgate, whose bottom half lets users slide in weightier objects.




THE X5 IS THE MOST CAR-LIKE TO DRIVE, THE XC90 IS THE MOST SECURE, WHILE THE Q7 IS THE MOST REFINED.


LAST WORD

It may pack the fewest horses under the bonnet, but with its sporty handling and rorty-sounding motor, the BMW X5 still delivers the sweetest drive. Access to its rearmost seats could be better, but a bigger hurdle is the car's asking price at press time – over \$13k and almost \$25k more than the Q7 and XC90 respectively.

The Volvo XC90 is hugely impressive, placing the Swedish carmaker firmly in the premium SUV segment. Its snazzy infotainment system and ultra-cushy seats are its strongest attributes. This Volvo would have been even more attractive had it been roomier relative to its two rivals here.

The Audi Q7 is even more impressive than the XC90 in this story. It boasts the best powertrain, nicest ride (thanks to the standard air suspension) and most user-friendly boot. And its competitive pricing should make potential buyers feel brawny behind the wheel, and brainy for having chosen the Audi SUV. 



 (Clockwise from top) the XC90's leather-covered device is the classiest, the buttons on the X5's key have the nicest tactility, while the Q7's fob is the most solid.

VOLVO XC90 T6 2.0 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbocharged
CAPACITY	1969cc
BORE X STROKE	82mm x 93.2mm
COMPRESSION RATIO	10.3:1
MAX POWER	320bhp at 5700rpm
MAX TORQUE	400Nm at 2200-5400rpm
POWER TO WEIGHT	152.5bhp per tonne
GEARBOX	8-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	6.5 seconds
TOP SPEED	230km/h
CONSUMPTION	12.5km/L (combined)
CO2 EMISSION	186g/km

SUSPENSION

FRONT	Double wishbones, coil springs, anti-roll bar
REAR	Double wishbones, coil springs, anti-roll bar

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Michelin Latitude Sport 3
SIZE	275/55 R20

SAFETY

AIRBAGS	7
TRACTION AIDS	ABS, DSTC

MEASUREMENTS

LENGTH	4950mm
WIDTH	1923mm
HEIGHT	1776mm
WHEELBASE	2984mm
KERB WEIGHT	2099kg
TURNING CIRCLE	12.1m

BUYING IT

PRICE INCL. COE	\$350,000 (after \$5k CEVS surcharge)
WARRANTY	3 years/100,000km



XC90



SNAZZIEST
DISPLAYS,
SMARTEST
INFOTAINMENT,
LOWEST
ASKING PRICE

NARROW
SECOND
ROW, TRICKY
THIRD-ROW
ACCESS,
SMALLEST
BOOT

BEST IN
SECURITY

AUDI Q7 3.0 (A) DRIVETRAIN

TYPE	V6, 24-valves, supercharged
CAPACITY	2995cc
BORE X STROKE	89mm x 84.5mm
COMPRESSION RATIO	10.8:1
MAX POWER	333bhp at 5500-6500rpm
MAX TORQUE	440Nm at 2900-5300rpm
POWER TO WEIGHT	164bhp per tonne
GEARBOX	8-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	6.3 seconds
TOP SPEED	250km/h
CONSUMPTION	12.7km/L (combined)
CO2 EMISSION	183g/km

SUSPENSION

FRONT	Five-link, air springs, anti-roll bar
REAR	Five-link, air springs, anti-roll bar

BRAKES

FRONT / REAR	Ventilated discs
--------------	------------------

TYRES

TYPE	Pirelli Scorpion Verde
SIZE	285/45 R20

SAFETY

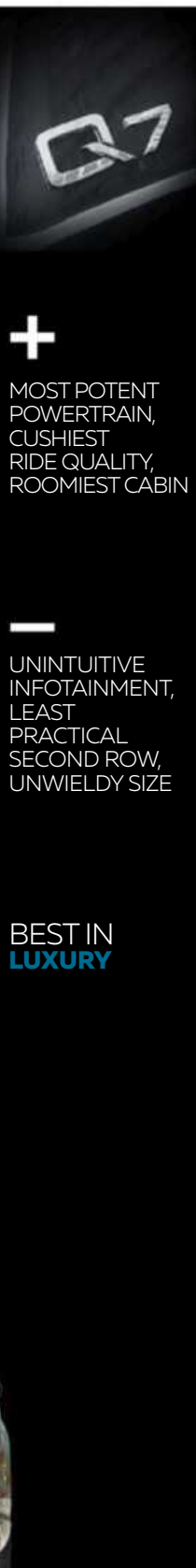
AIRBAGS	6
TRACTION AIDS	ABS, ESC

MEASUREMENTS

LENGTH	5052mm
WIDTH	1968mm
HEIGHT	1741mm
WHEELBASE	2994mm
KERB WEIGHT	2030kg
TURNING CIRCLE	12.4m

BUYING IT

PRICE INCL. COE	\$361,600 (no CEVS rebate/surcharge)
WARRANTY	3 years/100,000km



MOST POTENT POWERTRAIN, CUSHIEST RIDE QUALITY, ROOMIEST CABIN

UNINTUITIVE INFOTAINMENT, LEAST PRACTICAL SECOND ROW, UNWIELDY SIZE

BEST IN LUXURY

BMW X5 xDrive35i 3.0 (A) DRIVETRAIN

TYPE	Inline-6, 24-valves, turbocharged
CAPACITY	2979cc
BORE X STROKE	84mm x 89.6mm
COMPRESSION RATIO	10.2:1
MAX POWER	306bhp at 5800-6000rpm
MAX TORQUE	400Nm at 1200-5000rpm
POWER TO WEIGHT	150.7bhp per tonne
GEARBOX	8-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	6.5 seconds
TOP SPEED	235km/h
CONSUMPTION	11.8km/L (combined)
CO2 EMISSION	197g/km

SUSPENSION

FRONT	Double-track control arms, coil springs anti-roll bar
REAR	Multi-link, coil springs, anti-roll bar

BRAKES

FRONT / REAR	Ventilated discs
--------------	------------------

TYRES

TYPE	Continental ContiSportContact 5
SIZE	235/50 R19

SAFETY

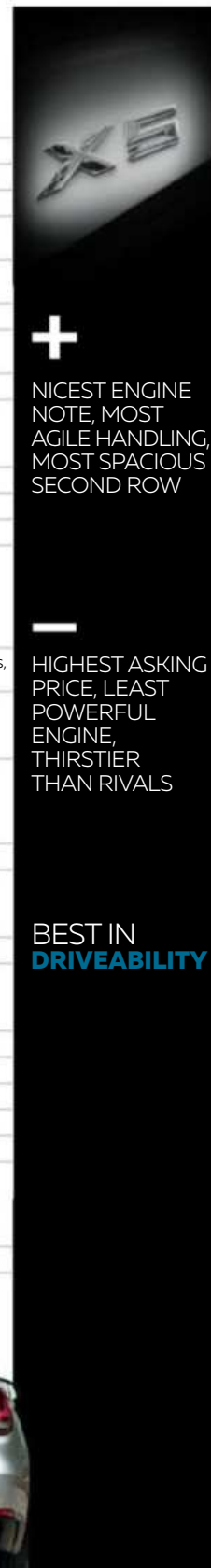
AIRBAGS	6
TRACTION AIDS	ABS, DSC

MEASUREMENTS

LENGTH	4886mm
WIDTH	1938mm
HEIGHT	1762mm
WHEELBASE	2933mm
KERB WEIGHT	2030kg
TURNING CIRCLE	12.7m

BUYING IT

PRICE INCL. COE	\$374,800 (after \$5k CEVS surcharge)
WARRANTY	3 years/100,000km



NICEST ENGINE NOTE, MOST AGILE HANDLING, MOST SPACIOUS SECOND ROW

HIGHEST ASKING PRICE, LEAST POWERFUL ENGINE, THIRSTIER THAN RIVALS

BEST IN DRIVEABILITY

DEDICATED TO PERFECTION

Seiko's watches are designed for precision. With a range to pick – from classic designs and performance timepieces to limited edition pieces – giving your loved ones a watch has never been easier.



Seiko is proud to be the watch partner of the world's leading tennis player, Novak Djokovic. Like Seiko, Novak is dedicated to perfection. And like Novak, Seiko is determined to be "one step ahead of the rest".

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Djokovic Special
Edition, SNP126,
\$1,093.60



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GPS Solar
Dual-Time,
SSE041,
\$3,263.50



Grand Seiko
Hi-Beat Limited
Edition,
SBGH037,
\$7,704

FOR HER



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Solar Dual-Time
Limited Edition,
SSE039, \$3,959



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**PORSCHE 911
CARRERA
GTS 3.8**
versus
**MERCEDES-
AMG
GTS 4.0**

STORY JEREMY CHUA
PHOTOS YANG
ART DIRECTION MICHAEL CHIAN

GROUP TEST



GRAN TURISMO SHOOTOUT

These two German coupes both have "GTS" badges, but one is like fire, while the other is like ice.



WHAT happens when fire meets ice? Conventional thinking would say that the former will melt the latter. But if the ice is cold enough, it might just extinguish the fire.

The "fire" in this story is the 911 Carrera GTS, which sits between the Carrera S and Turbo models in the 911 lineup. Its athleticism is reflected in its fiery Carmine Red paintwork and aggressive-looking 20-inch wheels finished in Satin Black.



Also painted black are the 911's air intakes, engine cover and tailpipes. The GTS also has a rear end that's 44mm wider than that of the Carrera and Carrera S models. This added width not only endows it with better roadholding, it gives the GTS more flair on the road, too.

But when it comes to sheer road presence, the AMG GT S – the “ice” in this story – overshadows the 911 GTS. Within Mercedes’ model range, this automobile is the successor to the gull-winged SLS AMG, and is the tristar brand’s flagship sports car.

The cool yet dramatic looks of the AMG GT S stem from its “diamond-studded” grille, long



bonnet and curvaceous rump. The fact that it sits really low to the ground further enhances its ready-to-race look.

The coupe’s cockpit is sensual, in an aircraft-like manner. Inside, you sit closer to the ground than in the Porsche, and feel more ensconced at the same time, thanks to the thick centre console.

The air-con vents resemble jet turbines, and there are various knobs and buttons as well. Not surprisingly, it takes longer to get the hang of the controls in the AMG than in the 911.

In contrast to the fiery exterior of the Porsche, its interior is relatively muted. Although most of the cabin is covered

PORSCHE 911 CARRERA GTS 3.8 vs MERCEDES-AMG GT S 4.0

DRIVETRAIN

TYPE

Flat-6, 24-valves

CAPACITY

3800cc

BORE X STROKE

94mm x 89.5mm

COMPRESSION RATIO

12.5:1

MAX POWER

430bhp at 7500rpm

MAX TORQUE

440Nm at 5750rpm

POWER TO WEIGHT

297.6bhp per tonne

GEARBOX

7-speed dual-clutch with manual select

DRIVEN WHEELS

Rear

PERFORMANCE

0-100KM/H

4 seconds

TOP SPEED

304km/h

CONSUMPTION

11.5km/L (combined)

CO2 EMISSION

202g/km

SUSPENSION

FRONT

MacPherson struts, coil springs

REAR

Multi-link, coil springs



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Pirelli P Zero

SIZE

245/35 R20 (front), 305/30 R20 (rear)

SAFETY

AIRBAGS

6

TRACTION AIDS

ABS, PSM

MEASUREMENTS

LENGTH

4509mm

WIDTH

1852mm

HEIGHT

1295mm

WHEELBASE

2450mm

KERB WEIGHT

1445kg

TURNING CIRCLE

11.1m

BUYING IT

PRICE INCL. COE

\$622,689 (after \$10k CEVS surcharge)

WARRANTY

5 years/100,000km



+ LINEAR AND PREDICTABLE PERFORMANCE, EASIER HANDLING, FABULOUS STEERING

— LITTLE VISUAL DRAMA, COMPARATIVELY SOMBRE INTERIOR, LESS MIDRANGE PUNCH



The 911 GTS feels less special inside the cockpit than the AMG GT S, but has superior seats and a better driving position.

in Alcantara and there's lots of red contrast stitching on the seats and dashboard, the overall feel is still sombre rather than exciting. The whole layout, however, is more intuitive than in the AMG. Even 911 newbies will have no problems driving off within a minute of getting behind the wheel.

While drivers might have to spend a few minutes figuring out the switches in the AMG GT S, they'll be rewarded with a more customised driving experience. The AMG Drive Unit, for instance, lets drivers choose one of four settings (Comfort, Sport, Sport Plus and Race) that simultaneously adjust the engine, transmission, traction control and damper characteristics. There's also an individual setting that lets users modify just the suspension settings.

Now, although the AMG GT S looks cool, its performance is red-hot. Motivating this sexy coupe





is a twin-turbocharged 4-litre V8 that pumps out 510bhp and 650Nm. Instead of the turbos being mounted on the cylinder banks, they're actually located within the "V". Doing this results in a more compact engine that can be installed lower, too.

AMG models are famous/ notorious for their exceptionally loud soundtracks, and this car does not disappoint. The V8 fires up with an intimidating roar, like a beast woken from its slumber.

Piloting this vehicle is not only a heart-pounding experience, it's an emotionally draining one, too. The throaty growl of the V8 and the meaty exhaust are the perfect accompaniment to this car's powerful performance.

Controlling the 510bhp requires finesse, as the throttle is sensitive and the gearbox can be overly snappy. Point the long bonnet down a straight road, nail the throttle halfway and you'll be angrily rocketed towards the

i
The 350-litre "fastback" boot of the AMG GT S makes the 911's 125-litre cargo capacity look miserly.



DRIVETRAIN

TYPE
V8, 32-valves, turbocharged

CAPACITY
3982cc

BORE X STROKE
83mm x 92mm

COMPRESSION RATIO
10.5:1

MAX POWER
510bhp at 6250rpm

MAX TORQUE
650Nm at 1750-4750rpm

POWER TO WEIGHT
324.8bhp per tonne

GEARBOX
7-speed dual-clutch with manual select

DRIVEN WHEELS
Rear

PERFORMANCE

0-100KM/H
3.8 seconds

TOP SPEED
310km/h

CONSUMPTION
10.6km/L (combined)

CO2 EMISSION
219g/km

SUSPENSION

FRONT
Double wishbones, coil springs

REAR
Double wishbones, coil springs



BRAKES

FRONT / REAR
Ventilated discs

TYRES

TYPE
Michelin Pilot Super Sport

SIZE
255/35 R19 (front), 275/35 R19 (rear)

SAFETY

AIRBAGS
8

TRACTION AIDS
ABS, ESP

MEASUREMENTS

LENGTH
4546mm

WIDTH
2075mm

HEIGHT
1383mm

WHEELBASE
1288mm

KERB WEIGHT
1570kg

TURNING CIRCLE
11.5m

BUYING IT

PRICE INCL. COE
\$688,888 (after \$15k CEVS surcharge)

WARRANTY
3 years/100,000km

+ COOL LOOKS, FANTASTIC COCKPIT, COMPELLING ENGINE, EROTIC SOUNDTRACK

— POOR LATERAL AND REAR VISIBILITY, HAIR-TRIGGER THROTTLE, FLAGSHIP PRICING

“THE DEVASTATING PERFORMANCE OF THE AMG GT S MAKES THE 911 GTS SEEM MEEK, BUT THE PORSCHE IS NOT TO BE UNDERESTIMATED.”



horizon. If you're not careful, the coupe's 0-100km/h time of 3.8 seconds could also be how quickly your driving licence is taken away by the police.

The devastating performance of the AMG GT S makes the 911 GTS seem meek, but the Porsche is not to be underestimated. Behind its rear axle sits a naturally aspirated 3.8-litre flat-6 capable of 430bhp and 440Nm. Despite the lack of forced induction, it'll still go from nought to 100km/h in four seconds flat.

The 911 GTS isn't as loud as its rival, but its vocals are no less stirring. There's something titillating about the mechanical voice of its flat-6 and the gruff exhaust notes. The Porsche even has a more compelling overrun –

the rough "crackle and pop" you'll hear is truly racecar-like.

Driving the AMG GT S takes more out of the driver. Sure, it offers plenty of grip in corners, but its helm has less feel than expected. Its long bonnet and thick A-pillars are also liabilities around town – you'll need to push the car's nose out into a junction *before* you can see cars approaching!

The 911 GTS, on the other hand, is much easier to handle. There's no long bonnet to peer over, and the car's slightly higher ground clearance means you don't cringe when entering multi-storey car parks.

Yet, this vehicle can still demolish bends. Its rear-engine configuration gives its driven

wheels even more grip, while the responsive and well-weighted helm helps the driver to position the car with precision. Its 7-speed dual-clutch gearbox is also smoother and quicker than the AMG's transmission.

There's no contest when it comes to linearity – the 911 GTS has this in the bag. Whatever effort you put into driving this car is exactly how much performance it'll deliver. This Porsche is hot because it makes you want to drive it – hard and fast.

But if it's sensual drama you desire, the AMG GT S delivers. It's a treat for the senses, and delivers tension-filled moments. In this Gran Turismo Shootout, it's the one that rocks this enthusiast's world. 🏆



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**FORD
FOCUS 1.6**
versus
**RENAULT
FLUENCE 1.5**

STORY **BEN CHIA**
PHOTOS **YANG**

GROUP TEST



EUROPEAN MIDDLE CLASS

The Focus and Fluence compete in the same Category A continental saloon segment, but are vastly different in character.



FOLKS who need a family saloon, but want to steer away from the traditional Japanese models, can consider the two interesting European alternatives in this story.

Both the Ford Focus and Renault Fluence were updated earlier this year to enhance their competitiveness in the local market. The Fluence now comes with a new trim level dubbed Privilege, which adds a host of extra features, while the Focus has a revised interior with higher-quality materials and a cleaner layout. Both cars have had minor design tweaks, too.

The Focus turns more heads

(including mine) with its striking look, helped by the distinctive front grille that brings Aston Martin to mind. In contrast, the Fluence's exterior is more conservative, although still handsome, especially with those LED lamps lit.

Inside the cabin, the Fluence scores the first hit against the Focus, with a 7-inch multimedia colour touchscreen that looks and works more nicely than the Ford's monochrome system. The Renault also has an equipment advantage over the Ford, which lacks the French car's reverse camera, electric sunroof, rear air-con vents and motorised blind for the rear windscreen.

But the Focus fights back with its more useful interior storage, which includes a large compartment (covered by a sliding lid) aft of the

gearlever and nifty trays on the sides of the backseat. The Fluence makes do with a few circular slots, which can hold cups but not items such as wallets and handphones.

The Renault has a bigger boot, though, with 530 litres of space versus the Ford's 475.

When it comes to driving experience, the Focus and Fluence are like (American college) chalk and (French farm) cheese, because one runs on petrol and the other runs on diesel.

The Renault's 1.5-litre turbo-diesel engine produces 110bhp and 240Nm. That horsepower output is 15bhp lower than that from the Ford's 1.6-litre petrol motor, but that plentiful torque (81Nm more than the 159Nm Focus) makes the Fluence feel a little quicker off the line, despite

Turbo-diesel 1.5L Fluence (far right) feels a bit faster in town traffic and uses less fuel, while petrol 1.6L Focus runs more smoothly and handles better.





FORD FOCUS 1.6 vs RENAULT FLUENCE 1.5



	ENGINE	1596cc, 16-valves, inline-4
	MAX POWER	125bhp at 6300rpm
	MAX TORQUE	159Nm at 4000-4500rpm
	POWER TO WEIGHT	88.3bhp per tonne
	GEARBOX	6-speed dual-clutch with manual select
	0-100KM/H	11.8 seconds
	TOP SPEED	195km/h
	CONSUMPTION	15.9km/L (combined)
	CO2 EMISSION	146g/km
	PRICE INCL. COE	\$121,999 (no CEVS rebate/surcharge)

	ENGINE	1461cc, 16-valves, inline-4, turbo-diesel
	MAX POWER	110bhp at 4000rpm
	MAX TORQUE	240Nm at 1750rpm
	POWER TO WEIGHT	82.5bhp per tonne
	GEARBOX	6-speed dual-clutch with manual select
	0-100KM/H	11.9 seconds
	TOP SPEED	185km/h
	CONSUMPTION	22.7km/L (combined)
	CO2 EMISSION	114g/km
	PRICE INCL. COE	\$121,999 (after \$10k CEVS rebate)

both cars having almost identical zero-to-100km/h timings (just 0.1 of a second separates them).

The Ford's power delivery is sweeter and more linear, and it gets up to expressway cruising speeds in an unfussy fashion. But because most of the Focus engine's energy is at the top end (above 6000rpm), you need to "stretch" the revs to get the momentum going.

Being diesel-fuelled, the Fluence promises to be more economical than the petrol-powered Focus. Renault claims the car can travel 1300km on one full tank, which means it only needs to be refuelled every 25 days or so (assuming an average daily distance of 50km).

After my long-weekend drive in the Fluence, without any attempts on my part to save fuel with a light right foot, it displayed a mileage of 16km to 17km per litre, which almost matches the Ford's official figure of 15.9km per litre.

The Renault is (theoretically)





Fluence's interior (above) is roomy, neat and well-equipped, while the interior of the Focus (top) is more practical and more dramatically designed.

cleaner at the exhaust pipes, too, with a CO₂ emission of 114g/km, compared to the 146g/km of the Ford. That lower figure qualifies for a \$10,000 CEVS rebate, whereas the higher figure puts the Focus in the CEVS neutral band.

In road bends, the Ford is more positive than the Renault, thanks to its precise behaviour and a steering that responds instinctively to the driver's every input.

The Renault has a suspension setup tuned towards comfort, so it soaks up tarmac bumps more gently than the Ford at the expense of cornering ability.

Both the Ford Focus and Renault Fluence are priced the same (at press time), but they're obviously different European middle-class saloons. The Focus beats the Fluence in styling, handling and cabin practicality. The Fluence beats the Focus in standard equipment, fuel efficiency and boot space.

This continental choice is yours to make.

ON THE ROAD, THE FOCUS AND FLUENCE ARE LIKE (AMERICAN COLLEGE) CHALK AND (FRENCH FARM) CHEESE.



NEW
BMW 318i 1.5
versus
OLD
BMW 316i 1.6

STORY DR KONG YONGYAO
PHOTOS LOW FAI MING

GROUP TEST

BARK UP THE RIGHT THREE

For the mid-life update of its entry-level saloon model, BMW directed its efforts correctly.



WHAT'S new? Well, the car's blue colour, for one. Beyond that, you'll struggle to notice the rounded-off front bumper and redesigned lamp clusters. The aggregate effect is subtle, but more organic than before.

Inside, goodwill garnered from a smattering of chrome and piano black is immediately reversed by the specification of artificial leather and the dullest door trim in the class. Navigation is finally standard, though. But the big news is under the skin.

The original F30 316i in Sport trim was a landmark executive saloon when launched in 2012, because it heralded the end of when a base BMW could be out-dragged by a Camry. The 316i was also dressed/equipped well enough to camouflage itself among its higher-numbered brethren.



Handling-wise, however, it felt like a lost opportunity. The grumbles of brand purists bore testament to the softened 3 Series' weakened claim to be the segment's champion athlete. To be fair, it was if you paid for the M-Sport kit. But you should not have had to. Nevertheless, still bearing BMW's signature neutrality of balance, the F30 always had the potential to be better.

BMW has responded by tightening everything up and lowering the car by 10mm. Its suspension now anchors at each end to the chassis at five points instead of three, while its springs and stabiliser bar have been uprated. The electric steering, much maligned, has been re-tuned to be lighter but more communicative. The result is transformative.

Like a kid with new shoes, the 318i happily shows off at the first series of bends I encounter in the vehicle. Its nose pivots readily, no doubt assisted by a lighter

engine, while the tyres faithfully telegraph grip levels. What little body roll present is progressive and linear. Crest a hill and the car feels resolutely tied down, with neither float nor rebound.

The new 318i dances as a harmonious whole and inspires confidence to hustle, while the old 316i's body can feel like it swims on

its springs. The 3 Series behaves like a sports saloon all over again.

Yet, road imperfections have their edges nicely rounded off. Even with large humps and full-bore stops, it takes seriously poor judgment to jar the passengers. All the occupants are kept as comfortable as can be reasonably expected of a sporting machine.

New 318i (above, right) has improved infotainment that includes standard sat-nav, but the artificial leather upholstery is a downgrade.



**DRIVING THE 318i PROVIDES
WELCOME RELIEF THAT BMW'S CHASSIS
ENGINEERS HAVEN'T LOST THEIR MOJO.**



NEW BMW 318i 1.5 vs OLD BMW 316i 1.6



The new 1.5-litre 3-cylinder engine, of i8 ilk, takes a different approach to producing similar numbers to its 1.6-litre 4-cylinder predecessor.

It does not feel tangibly faster, and like before, the power remains insufficient for throttle adjustability to be factored into the handling equation. The older engine also emits a baritone rumble that, on first acquaintance, conveys an illusion of greater muscularity.

But calibrate your inputs to the newer engine's power characteristics, trust that the torque is there and it is at least as accelerative on part-throttle.

Sort of an automotive hamster on caffeine, the 3-cylinder zips eagerly across the rev range with an infectiously airy thrum and, crucially, consistent strength.

The 8-speed transmission is happy to oblige, punting the engine into higher revs at every opportunity, whereas the older powertrain allows more time to ride a wave of turbo torque.

The new motor goads me, successfully, to keep taking it to the stratosphere – a place where there's less sensory reward with the harsher 4-cylinder. The flip side is real-world economy that's laughably far from BMW's claims.

A charming personality, however, does not cure the momentary hesitation that plagues small turbocharged

engines like this one. It can catch you by surprise. Let the engine go off the boil before merging onto an expressway, and you'll be presented with a silent moment to enjoy watching the lorry behind expand in the mirror.

The updated 318i is a darling handler with genuine finesse. Compared to the pre-update 316i, it feels lighter on its feet

and possesses a deftness of touch. The engine and chassis' inherent silkiness has also created an altogether smoother operator than its predecessor.

The new 318i is a definite step forward from the old 316i, but in a battle against the current Mercedes-Benz C180 and incoming Audi A4, that may not be enough. 🍷

BMW 318i 1.5 (A)



ENGINE	1499cc, 12-valves, inline-3, turbocharged
MAX POWER	136bhp at 4400-6000rpm
MAX TORQUE	220Nm at 1250-4300rpm
POWER TO WEIGHT	95.4bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	9.1 seconds
TOP SPEED	210km/h
CONSUMPTION	18.5km/L (combined)
CO2 EMISSION	126g/km
PRICE INCL. COE	\$180,800 (after \$5k CEVS rebate)

BMW 316i 1.6 (A)



ENGINE	1598cc, 16-valves, inline-4, turbocharged
MAX POWER	136bhp at 4350rpm
MAX TORQUE	220Nm at 1350rpm
POWER TO WEIGHT	91.6bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	9.2 seconds
TOP SPEED	210km/h
CONSUMPTION	16.9km/L (combined)
CO2 EMISSION	137g/km
PRICE INCL. COE	Not applicable

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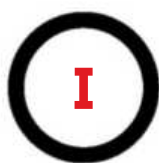
**NEW
VOLKSWAGEN
SCIROCCO 1.4**
versus
**OLD
VOLKSWAGEN
SCIROCCO 1.4**

STORY JEREMY CHUA
PHOTOS WINSTON CHUANG
ART DIRECTION SEAN LEE

GROUP TEST

SOFT ROCKERS

We place the facelifted Scirocco alongside the previous model to see if it makes bigger hits than the older one.



IF the Volkswagen Scirocco R plays hard rock, then the Scirocco 1.4 must play soft rock. The Scirocco R, with its larger and more powerful 2-litre engine, plays its songs loud and fast. The Scirocco 1.4, on the other hand, delivers sweeter but mellower tunes.

Because its "music" is more affordable, the Scirocco 1.4 is also more popular than the Scirocco R. At press time, the former is listed at \$121,800, whereas the latter costs \$193,800, or \$72k more.

The previous Scirocco 1.4's performance contributed to its popularity. Despite the motor's small displacement, the model originally produced 160bhp and 240Nm, thanks to a combination of turbocharging and supercharging.

The supercharger provides boost at lower speeds, but is decoupled at higher revs once the turbocharger had a chance to spool up. Thus equipped, the older model could manage the century sprint in eight seconds.

The updated Scirocco, on the other hand, is a truer soft rocker, for it no longer has a turbo-supercharged powerplant. Instead, the latest model has a

turbocharged 1.4-litre engine that makes 122bhp and 200Nm. With 38 fewer ponies and 40 fewer Newton-metres, the new model takes 9.7 seconds to reach 100km/h.

While these figures aren't as enticing as the ones made by the previous version, the updated model's looks certainly are. Apart from the honeycomb grille and standard 18-inch wheels, the new Scirocco also has redesigned and

upgraded head- and tail-lights.

As a bonus, the VW badge at the rear now conveniently serves as a boot release lever for the tailgate. It's a lot easier than using one's fingertips to lift the edge of the tailgate in the older car.

Although the previous Scirocco has a sporty cabin, Volkswagen has improved the interior of the updated model. Boyracers will love the new instrument panel, with gauges that sit in individual



C The new Scirocco's cabin (left) feels better built than the older car's (right), and offers new upholstery combinations.



	ENGINE	1390cc, 16-valves, inline-4, turbocharged
	MAX POWER	122bhp at 5000rpm
	MAX TORQUE	200Nm at 1500-4000rpm
	POWER TO WEIGHT	106.2bhp per tonne
	GEARBOX	7-speed dual-clutch with manual select
	0-100KM/H	9.7 seconds
	TOP SPEED	200km/h
	CONSUMPTION	15.9km/L (combined)
	CO2 EMISSION	147g/km
	PRICE INCL. COE	\$121,800 (no CEVS rebate/surcharge)



	ENGINE	1390cc, 16-valves, inline-4, turbo-supercharged
	MAX POWER	160bhp at 5800rpm
	MAX TORQUE	240Nm at 1500-4500rpm
	POWER TO WEIGHT	124.5bhp per tonne
	GEARBOX	7-speed dual-clutch with manual select
	0-100KM/H	8 seconds
	TOP SPEED	218km/h
	CONSUMPTION	15.8km/L (combined)
	CO2 EMISSION	147g/km
	PRICE INCL. COE	Not applicable



Despite the new 1.4L (top) producing less power, it isn't much more economical than the older 1.4L (above).



binnacles, plus auxiliary meters that display boost pressure, elapsed time and oil temperature.

More significant are the refinements made to the new Scirocco. The air-con vents, for instance, are now flush with the dashboard, and more metal applique is used to give the dashboard an even sportier touch.

Now, although the latest Scirocco has a lower output compared to its predecessor, its power delivery is smoother than before, thanks to the improvements made to the

7-speed dual-clutch gearbox. In particular, the jerkiness associated with "creeping" has been eliminated.

The updated Scirocco 1.4 is now more balladeer than soft rocker. But you can be sure that its mellower tunes still sound sweet to boyracers on a budget. 🍷

**TOYOTA
SIENTA**



DRIVE

RADICAL, PRACTICAL

The new Sienta looks unusual, but offers the usual multi-purpose functionality that Toyota MPVs are known for.

STORY **DAVID TING**
PHOTOS **JASPER YU**





IN the Japanese domestic market segment of multi-purpose vehicles (MPVs) with sliding rear doors, Toyota is the big daddy. Families are spoilt for choice by the company's current lineup – Alphard, Vellfire, Esquire, Noah, Voxy, Isis, Estima/Previa and, the subject of this review, the new Sienta.

Toyota even has something for a large family that doesn't believe in birth control (the 10-seater Hiace Wagon Grand Cabin) and a small family of three that believes in birth control (658cc Pixis Mega, a badge-engineered Daihatsu Wake kei car).

The second-generation Sienta looks dramatically different from its predecessor, whose most distinctive design feature is its round headlights (which became squarish on the facelifted Dice variant). According to Toyota,

the newcomer has "a sporty exterior design inspired by the shape of a trekking shoe".

I wouldn't call the exterior sporty, and my knowledge of shoes is limited to sneakers, but I do know the Sienta's styling is wonderfully weird. It looks even weirder in Air Yellow, an eye-catching "highlighter" paint job.

And there's cleverness in the weirdness – the top rail latches of the sliding doors park neatly "behind" the tail-lamp clusters.

Those motorised rear doors slide open to reveal a flat, low floor (said to be 55mm lower than that of the previous Sienta to make entry/exit even easier) and a second row set up for two occupants, who get individual little foldable armrests.

Headroom is great and legroom is good, and there are well-placed storage points for snacks, cups and personal effects.

In the slightly elevated third-row seats, headroom is passable and legroom is poor, but if the second-row seats are slid forward (to one of eight fore-aft positions), those legs, knees

and feet right at the back have a bit more parking space.

The two talking heads in the third row, incidentally, don't receive much air-con (there are no extra a/c vents beyond those on the dashboard), which might be an issue in our hot weather.

If it isn't hot enough, the driver and his front-most passenger can turn on their seat heaters (with LO/HI settings), which are useful in Japan's winter and pointless in Singapore's summer.

There's plenty of space in the first row, but the seats are pretty narrow, with the one on the left also having too little travel/adjustment towards the rear and too much towards the front (it can slide all the way forward until the squab almost touches the glovebox lid).

The driver gets an armrest but not a footrest, so his left foot will get tired before his left arm will.

The Sienta's dashboard is not only one of the most useful in the compact-MPV segment, it's also one of the most youthful, thanks to the streak of orange trim across the dash panel and the big burst of orange inside the glovebox.

The leather wrapped around the gearknob and steering wheel is nice, and the same goes for the solid climate control knobs.

There's unexpected attention to detail, too – for instance, the "dimples" on the B-pillars (for chic) and the "pimples" on the floorboard alongside the rear door sills (for grip).

In terms of performance, the Sienta is a siesta on 15-inch wheels, but the sleepy acceleration is adequate for disinterested driving in the city and on the CTE.

The 1.5-litre engine needs to reach 4000rpm before it gets going, but the buzz building up from that point can cause mild irritation. It won't be a problem with a noisy family on board, though.

In a world of Wishes, the latest Sienta is an oddity. But there's nothing odd about its multi-purpose functionality, which is suitable for a perfectly normal family. 🧑🏻‍🦱

Dashboard is plasticky, but leather elements and orange-coloured decoration make it more attractive.



Much roomier in the second row than in the third, with seats that can be reconfigured readily to vary the on-board people/cargo ratio.



ENGINE	1496cc, 16-valves, inline-4
MAX POWER	109bhp at 6000rpm
MAX TORQUE	136Nm at 4400rpm
POWER TO WEIGHT	82.6bhp per tonne
GEARBOX	CVT
0-100KM/H	Not available
TOP SPEED	Not available
CONSUMPTION	20.2km/L (JC08 cycle)
CO2 EMISSION	156g/km
PRICE INCL. COE	Price on application

ROCKY MOUNTAIN HIGH

This contributor experienced life as a modern American adventurer at Jeep Experience 2015 in Moab, Utah.



THE Jeep brand is renowned for its go-anywhere, all-terrain sports utility vehicles. But most local Jeep owners are unlikely to take their prized vehicles off-road, unless kerb-mounting or "ponding" encounters occur.

It was a real treat for a suburbanite like me to be invited to Jeep Experience 2015 in Moab. If you haven't heard of the place, Moab is a very small town in the American south-west state of Utah, with a population of just over 5000 residents (excluding cattle and horses).

In fact, more tourists congregate in Moab annually for the natural attractions in the Arches and Canyonlands national parks. Both are popular bases for mountain bikers, and are meccas for the participants at the annual Moab Jeep Easter Jamboree Safari.

I spent the first night at the Sorrel River Ranch Resort & Spa, which is beside the Colorado River. This place got me into the "wild west" mood, for I saw horses grazing in the green pastures and rust-red mesas in the distance. I half-expected the Lone Ranger and Tonto to ride in and join our jamboree.



But instead of the fictional heroic duo, we were escorted by the Fiat Chrysler Automobiles (FCA) posse, with rugged Jeep Wranglers at the front and rear of our convoy.

Our personal "steeds" consisted of a dozen Jeep Cherokee Trailhawks – the more rugged, trail-rated sibling of the Cherokee Limited. The Trailhawk is even more suited to off-roading, thanks to its higher clearance and low-speed transfer case with a locking rear axle.

Thankfully, this was neither a nerve-wracking speed event nor a timed treasure hunt, but a

leisurely drive on rugged trails. Or so we thought.

The first course we tackled was the 10.5km-long Hell's Revenge Trail. At the entrance to this stark, barren and rocky trail, there's a sign that reads: "Steep climbs require steel nerves and advanced driving skills." Uh-oh.

Fortunately, we had experienced guides who told us to select Rock mode on the Cherokee's Selec-Terrain system for maximum traction. We then gingerly followed the lead Wrangler in a single file up the rocky outcrop.

It was initially unnerving to navigate slopes with angles exceeding 45 degrees and narrow trails with sheer drops on either side. It felt like a roller-coaster ride on the rocks.

But with more practice and FCA crew members on hand guiding us past more treacherous obstacles, I became more gutsy and realised that the Cherokee was very much up to the task of keeping up with the Wrangler.

We then proceeded to Castle Valley Peak. It was a bumpy climb up the Porcupine Rim 4x4 trail, but once we reached the end, we got a breathtaking



The Cherokee Trailhawk band "rocked and rolled" over Moab's landscape.





“NAVIGATING STEEP SLOPES AND TRAILS WITH SHEER DROPS ON EITHER SIDE FELT LIKE A ROLLER-COASTER RIDE ON THE ROCKS!”





bird's-eye view of the Castle Valley plains below and the snowcapped peaks of the La Sal Mountains in the distance.

The rest of the journey took us over sandy flats and a former gold rush trail to our pit stop for the night beside the Wind Caves. These caverns are literally large holes carved into the steep sandstone cliffs caused by erosion over the centuries.

To complete the country-western experience, we were given a barbecued dinner with a singing cowboy for entertainment. We then spent the night in tents, bundled in sleeping bags.

At the crack of dawn, I resumed the off-road journey with more confidence. I reckoned the guys in the Wranglers



 The Willys Jeep-inspired Staff Car wouldn't look out of place on a WW2 battlefield.



were having a bumpier ride than we were. Ride comfort is a strong forte of the Cherokee, be it on-road or off.

This time, I left the Selec-Terrain function in Auto mode. The rest of the drive in the Cherokee Trailhawk was easy-peasy. This is undoubtedly a mid-size sports utility vehicle for all off-roading skill levels.

The reward at the end of this two-day journey was an even more spectacular view atop the 1750m Dome Plateau, which overlooks the meandering Colorado River.

It's no surprise why the stunning red-rock canyon landscapes of Moab have become a favourite setting for Hollywood films, from classic John Wayne flicks to more recent movies like *Need for Speed* and *Transformers: Age of Extinction*.

Back at the Sorrel Ranch, we were shown a quintet of Jeep concepts from the 2015 Easter

 The Red Rock Responder concept is equipped to get off-roaders out of trouble.



Jamboree. Once a year, the Jeep designers showcase inspirational concepts representing the spirit of freedom and adventure embodied in all Jeeps.

The Jeep Grand Cherokee Overlander, for instance, is a unique camping proposition because it is kitted out with a roof-mounted pop-up tent. The star attractions, however, were the Jeep Chief and Jeep Staff Car.

Based on the Wrangler, the Chief is a retro tribute to the classic 1970s Cherokee in ocean blue and white, decked-out in Aloha Hawaiian trim, complete with a jiggling hula girl on the dash.

The Staff Car, on the other

hand, pays tribute to the original Willys Jeep with its military-inspired design cues. It even has a "hand grenade" for a gearshift knob!

Don't get your chequebooks out, though. These concepts are one-off creations and are not for sale. However, I expect that some of the ideas and parts found on these vehicles might find their way to production models.

This was a road trip like no other. I got to appreciate the all-terrain prowess of the Jeep Cherokee while soaking in the rugged adventure lifestyle that's pure Americana. Now that's what I call a rocky mountain high! 🏔️





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TAKE ME HOME, COLORADO

Our US road trip virgin realised that speed isn't everything when trucking from New York City to Washington, D.C.



AS far as pastimes go, a road trip is as big a part of American culture as burgers and baseball. Blessed with vast interstate systems, rugged small towns and amazing landscapes, the home of the brave and land of the free offers the willing traveller limitless adventures – as long as you own a set of wheels.

I swapped a train for a Chevrolet Colorado for my journey from New York City to Washington, D.C. during a recent family holiday to find out what makes this time-honoured tradition so appealing.

If you have never heard of the Chevrolet Colorado, it's because it's not sold in Singapore. Well, not anymore anyway. Like many other pickups, it fell foul of the Euro V diesel emission standard some years back. It is what Americans term a mid-size pickup truck. But at almost 30cm longer than a Mercedes-Benz S-Class, it's hardly what you would call compact.

My road trip didn't start well. The one-hour drive it took to cover the 7km from our rented apartment in downtown Manhattan to the state of New Jersey was as excruciating as trying to flag a cab in Singapore.

After getting lost, honked at and yelled at by impatient cab drivers, and getting stuck in the city's infamous gridlock traffic, I could see why most



New Yorkers do not own a car.

For a country that prides itself on freedom and liberalism, the speed limits in America are anything but. The maximum speed on the freeway is 65mph (104km/h), which seems measly considering how wide and abundant the lanes are (five at times).

Under the watchful eyes of numerous state troopers and "speed limit enforced by radar" signs littered along Interstate 95, I stuck religiously to the speed limit. Misery loves company, it seemed, as everyone else on the road was as law-abiding as me.

If the fast food at the highway rest stops did not help stave off the monotony of the motorway, the Chevy's well-equipped infotainment system certainly did. The Colorado, like most of GM's vehicle fleet, came with OnStar, a connectivity plan that gives drivers access to a concierge service that provides

anything from 24/7 roadside assistance and turn-by-turn navigation to remote services and automatic crash response.

More importantly for us, the car came with built-in 4G LTE Wi-Fi! My son kept himself entertained streaming Youtube videos while the missus was busy googling attractions (and like typical Singaporeans, food stops as well) to visit along our route. It was by far the most useful feature alongside navigation and cruise control.

About 160km into our journey, we detoured to the City of

U
The drive through Shenandoah National Park gave Kevin and the Chevy a chance to smell the roses.







cn
The writer's stops in Washington, D.C. included the White House and the Lincoln Memorial, but he wasn't authorised to visit the NSA.



Brotherly Love – Philadelphia. After deciding that Philly's trademark cheesesteak was more interesting than the city's main attraction (Independence Hall, the birthplace of the US Constitution and Declaration of Independence), we bought lunch to go and continued on our way.

Washington, D.C. is 370km from Manhattan, and at sunset, we reached our rented house in a quaint neighbourhood not far from the city centre.

You have to tread carefully when it comes to parking here. Park at a wrong zone at the wrong time and your car can get towed away real quickly.

Many times, when a lot was available, the truck was too long to fit (most of the lots here were for parallel parking only). America never felt so small.

A chance Google search at dinner revealed we were only 117km from Skyline Drive – a historic 167km mountain pass in Virginia that runs through Shenandoah National Park, which is home to the Blue Ridge Mountains.

Besides being famous for inspiring John Denver's 1971 hit song, *Take Me Home, Country Roads*, it's considered one of America's best driving roads. Convinced ourselves that this would be our last time here, we planned a drive there the next day.

Even with 305bhp under

the hood of the V6 Chevy, the strict 35mph (56km/h) speed limit meant that Skyline Drive is better suited to nature lovers than driving enthusiasts.

Appreciating your surroundings is the name of the game when driving in this part of the world. Unlike in Europe, where I tend to wring out press cars and take full advantage of the glorious, near-empty test routes and liberal speed limits, over here I could enjoy what I normally ignored on road trips: the scenery.

And Skyline Drive was the perfect place to "smell the roses". Flanked by Shenandoah Valley to the west and the town of Piedmont to the east, the spectacular views lining the route just about made up for the lack of speed.

The American road trip has been immortalised in countless movies and songs (*Easy Rider* starring Dennis Hopper and *Born*





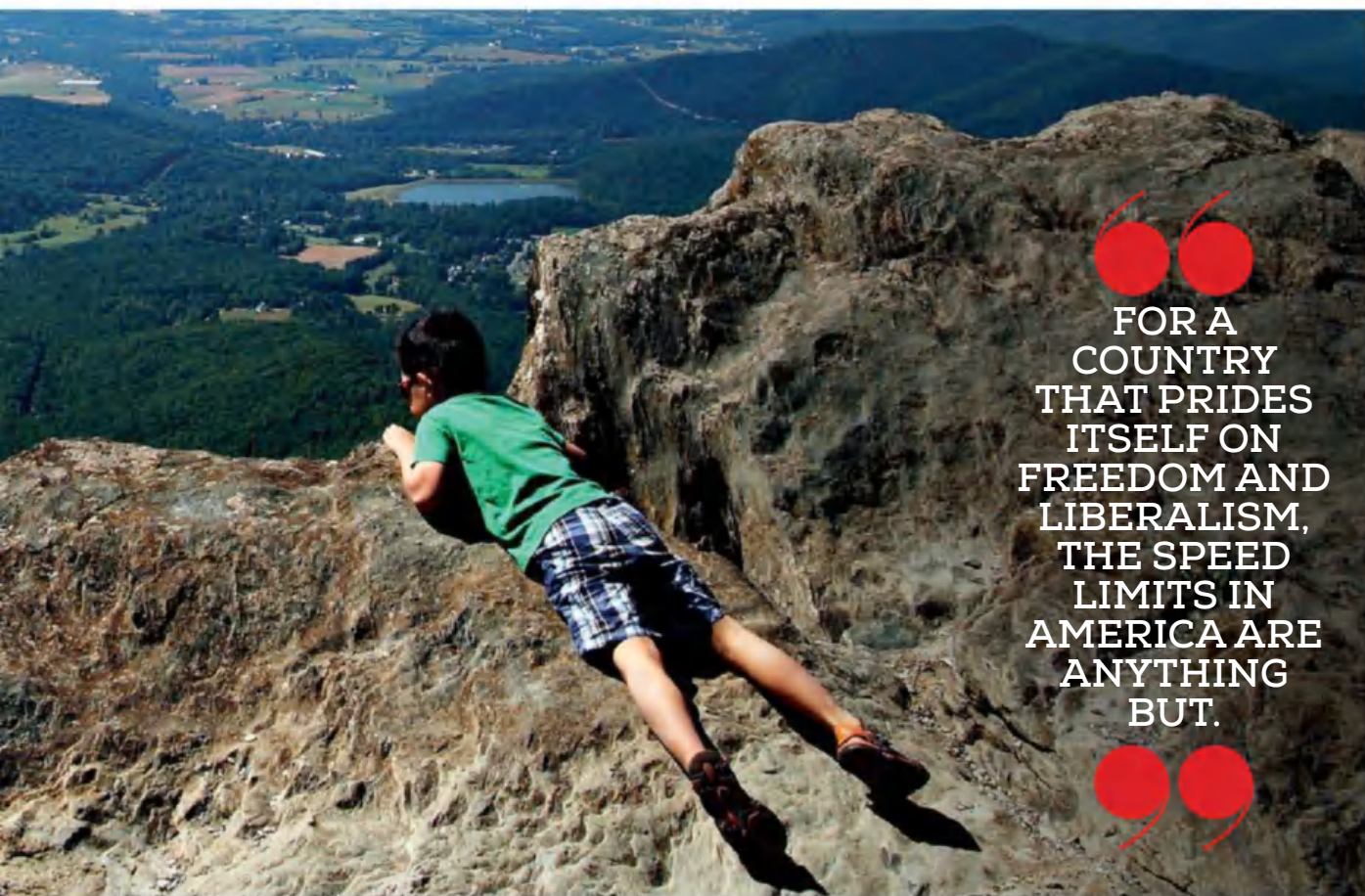
To Run by Bruce Springsteen are some examples). For someone who has never driven in the US, my "short" 1200km trip was the perfect initiation to this celebrated culture.

My adventure was incident-free, except for a US\$45 (\$61) fine for "indiscriminate" parking near our rented house in Washington, D.C. A small price to pay for an instant induction.

And to do it in an American establishment like the good old-fashioned Chevy pickup truck was another plus.

I left for my road trip a cautious, wide-eyed wanderer. I returned a laid-back, cap-wearing, gum-chewing "Yank" with a cheeseburger beside me and my left elbow out the window.

If a US road trip does not Americanise you, then nothing else will. 🇺🇸



“
FOR A
COUNTRY
THAT PRIDES
ITSELF ON
FREEDOM AND
LIBERALISM,
THE SPEED
LIMITS IN
AMERICA ARE
ANYTHING
BUT.
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Had enough of Tyre Punctures?

I had my moments in the past. We are usually stuck with tyre punctures at the most inappropriate times!

When a puncture occurs, one might wait up to an hour or two for the tow truck response time. Then it takes another 45 minutes or so for the car to be secured and driven to your desired workshop (if you are even given that choice).

Thus, repair work which requires up to 15 minutes has now taken up almost 3 hours of a precious commodity, called time.

We know it is a challenge arranging for alternatives to pick our kids up from school at short notice.

What about the hassle of rescheduling appointments and delay in running errands? The list of inconveniences goes on.

PunctureProof resolves the above issues! Doubting the efficacy of what I am about to tell you?

Well, to begin with, PunctureProof has been tested over 25,000 miles (more than 40,000 km). It is also rigorously challenged and passed under the United Nation's (UN) ECE Regulation 30, safety and quality standards. PunctureProof is backed by a manufacturer's guarantee.

PunctureProof is an "insurance" for drivers against time consuming inconveniences. Pull the nail out and the tyre will seal automatically with no need to visit any tyre shops as a follow up. It does not compromise driving comfort. It provides a peace of mind and protection.

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PunctureProof when installed into new tyres gives you great mileage! Driving the tyres for an (conservative) estimate of 2 years, installation cost per tyre might work out to be less than half a cent per day. Tyres tend to be driven beyond 2 years though. PunctureProof works also for used tyres, so long as the tyres are within it's legal life span.

"Driving experience as per normal since the injection of PunctureProof. I have no worries on punctures and blowouts now. Is worth the money!"



Sean Lee, Senior Designer,
Torque Magazine

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Steve Er
PunctureProof Singapore

RED HOT CHILLI PADIS

The MINI John Cooper Works and Fiat Abarth 695 Tributo Ferrari are spicy, special little hatches.

• Story David Ting • Photos Low Fai Ming • Art Direction Michael Chian





SCARCER than hen's teeth and cuter than day-old chicks, Singapore's punchiest MINI hot hatch and funkiest Fiat pocket rocket are seldom seen in the open and never spotted together – until now.

Both turbo tots are based on regular three-door hatchbacks (2-litre MINI Cooper S and 1.4-litre Fiat 500), but their technical enhancements and special equipment make them highly irregular.

Their prices are high, too, with the new John Cooper Works (JCW) listed at \$193,000 and the 695 Tributo Ferrari costing \$200,000 back in 2010, when it was showcased during the F1 Singapore Grand Prix week.

You can walk into the MINI showroom today and order a new JCW, but you'll be walking in circles if you wish to buy a mint 695, which is a limited edition rarer than a Ferrari 599. One has popped up before in the

local pre-owned market, but the handful of 695s originally imported into Singapore (three reds, three yellows and one blue) have remained elusive since their arrival. Some of them might have left the country by now.

This particular red 695, a left-hand-drive unit, was taken out of storage temporarily for this chilli padi cookout with the JCW. The Italian number looks worse for wear beside the shiny Briton, but is mechanically sound.

And the 695 still sounds good. Its souped-up 1.4-litre 4-cylinder produces 180bhp and 250Nm, which equate to a specific output of 131.5bhp and 182.7Nm per litre – higher, and more highly strung, than the 2-litre JCW's 115.6bhp and 160.1Nm per litre. The Fiat uses a 5-speed automated manual gearbox, while the MINI uses a smoother 6-speed automatic.

On paper, the JCW is faster, sprinting from zero to 100km/h in 6.1 seconds and hitting a top speed of 246km/h, compared to the Abarth's 6.9 seconds and 225km/h. At a standstill, though, both runners are equally racy, thanks to their red paintwork,



C
MINI's most powerful motor enables the new John Cooper Works to work hard and play even harder.



C
This venomous "scorpion" gives a big sting that belies its small 1.4-litre size.



C
JCW's
"Cooper S+
cockpit is less
enchanting
than the
695's,
but more
comforting.



C
Any driver
can feel
like an
unstoppable
"scorpion"
king inside
this cabin.

red Brembo brake callipers, "airy" alloy wheels (17-inch on the 695 and 18-inch on the JCW) and purposeful exhaust tailpipes (two pairs for the 695 and one pair centrally mounted for the JCW).

The greatness of redness, from thread stitches to leather patches, continues apace inside the cockpits. Both have been given sporty front seats that provide the driver and co-driver with rally-ready support, but those in the 695 are even sportier because they're carbon-shelled Alcantara buckets beautifully made by Sabelt.

More carbon fibre can be found on the Abarth-modified dashboard, where Ferrari-inspired transmission buttons have replaced the gearlever, and the stylish paddle-shifters play an active part in the driving.

The JCW's specially designed gearlever is a pleasure to hold and its wheel-mounted paddles are a joy to press, but they're less memorable than the transmission novelties in the 695. Completing the 695's hot-seat magic are aluminium pedals and Jaeger instrument meters.

All these red hot chilli padis are sure to burn rubber and tongue. Burn, babies, burn. 🍷





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HANDWASH SONAX



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[^]\$8 for saloon car wash. Please refer to the car wash price board for other vehicle types.

BRUISER & CRUISER

The Ghibli and Ghibli Diesel are stylish Italian executive saloons, but with vastly different personalities.

• Story **Jeremy Chua**
• Photos **Vernon Wong**
• Art Direction **Michael Chian**



WHEN Maserati launched the Ghibli, it took the fight to the German luxury carmakers, particularly BMW and its 5 Series, which is acknowledged as the executive segment's sportiest saloon.

As a 5 Series rival, the Ghibli does not disappoint. Although it offers less passenger space than its Teutonic competitor, it delivers a sparkling drive with nimble handling that belies its size and a rorty soundtrack to boot.

A far more interesting contest takes place, however, when the Ghibli faces off against the Ghibli Diesel, its oil-burning sibling. Both models have swanky looks and identical equipment levels, but

that's where their similarities end.

The Ghibli is equipped with a turbocharged 3-litre V6 capable of 330bhp and 500Nm. The automobile is relatively quick, too, as it can go from rest to 100km/h in 5.6 seconds.

What makes the Ghibli so pleasurable to drive isn't just its acceleration. Its exhaust will make you smile, too – for the burble will leave keen drivers grinning from ear to ear. Show it a series of corners and it dives into them with gusto, eagerly obeying the driver's every input.

The vehicle's handling really does belie its size (it is 4.97m long) and heft (its kerb weight is 1810kg). The Ghibli thrives when



	ENGINE	2979cc, 24-valves, V6, turbocharged
	MAX POWER	330bhp at 5000rpm
	MAX TORQUE	500Nm at 1750-4000rpm
	POWER TO WEIGHT	182.3bhp per tonne
	GEARBOX	8-speed automatic with manual select
	0-100KM/H	5.6 seconds
	TOP SPEED	263km/h
	CONSUMPTION	10.4km/L (combined)
	CO2 EMISSION	223g/km
	PRICE INCL. COE	\$379,889 (after \$15k CEVS surcharge)





driven hard. Now, if only Singapore had some twisty mountain roads...

The Ghibli Diesel, on the other hand, has a more relaxed character. Despite having "only" 275bhp (55bhp less than the Ghibli), the 600Nm produced by its turbo-diesel 3-litre V6 still makes it feel effortless. Besides, the car's century sprint time of 6.3 seconds isn't exactly slow.

Plus, the wonderful thing about turbo-diesel motors such as this is that you hardly have to push them. Overtaking slower traffic is even easier in the Ghibli Diesel, since its midrange feels punchier than the Ghibli's.

However, in terms of responsiveness, the Ghibli has the

edge. This is what makes it the more suitable car for attacking corners, since the acceleration is more immediate. The Ghibli Diesel, on the other hand, does better as a mile muncher.

For keen drivers who enjoy "bruising" and attacking corners, the Ghibli is undoubtedly the variant to own. But for sheer cruising ability, the Ghibli Diesel simply can't be beat.

The Ghibli Diesel's more attractive price (\$20k less than the Ghibli) and neutral CEVS banding are its other trump cards. The Ghibli's higher performance comes at a cost – its CO2 emission of 223g/km makes it liable for a \$15k CEVS surcharge. 🚗

You can tell these siblings apart by their gauges: The Ghibli (right) has a 6500rpm redline, while the Ghibli Diesel (bottom right) redlines at 4500rpm.

The Ghibli Diesel's turbo-diesel unit (below, left) sounds less enticing than the Ghibli's motor.



ENGINE	2987cc, 24-valves, V6, turbo-diesel
MAX POWER	275bhp at 4000rpm
MAX TORQUE	600Nm at 2000-2600rpm
POWER TO WEIGHT	149.9bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	6.3 seconds
TOP SPEED	250km/h
CONSUMPTION	16.9km/L (combined)
CO2 EMISSION	158g/km
PRICE INCL. COE	\$359,889 (no CEVS rebate/surcharge)

BACK TO 1985

It was retro time for radio deejay Shan Wee and his "co-driver Doc Brown" in Singapore's only DeLorean.

- Story **David Ting**
- Photos **Jasper Yu**
- Art Direction **Michael Chian**



HIS favourite musicians include the Beatles, and he enjoys playing his bass guitar, so One FM 91.3 deejay Shan Wee knows all about "real music" (the station's tag line).

The 33-year-old also knows about the DeLorean DMC-12, his dream car, and it got real for him when he did this *Torque* Guest Drive.

"I love the *Back To The Future* movie series, especially the first instalment, which still stands up as a great film even today, 30 years later. That and the rarity of the car, with only about 6000 in existence, mean I was as excited as if I were about to meet a Hollywood celebrity!"

He's right about the rarity of DeLorean's gull-wing coupe, with the elusive example here being the one and only in Singapore. Compared to his personal vehicle, a Honda CR-V, this stainless steel machine is "to the future" indeed and the most exotic ride he has ever driven.

"I really haven't had much experience with any cool cars. When I was growing up, my dad had a BMW 5 Series, which only he drove. So when I was around 21 and was reluctantly allowed to drive that for the first time, it was like touching the untouchable treasure."

Shan's cool-car experience



reached warp speed (or maybe 88 miles per hour) with the DeLorean. "The gull-wing doors were super cool, and getting a photo next to this 'celebrity' was really exciting. It's now my profile pic on Facebook!"

Getting those photos was much easier than Shan getting into the cabin. "Actually, sitting in the car and driving it were unexpectedly awkward, because I'm 1.94m tall and definitely not designed to squeeze into small sports cars."

If he could do his own DeLorean remake, what would he change? "Push the seats right back! And add the hover/fly function as seen in *Back To The Future III*!"

Asked about how "Future-istic" the DeLorean was from behind the wheel, Shan replied: "This car has been upgraded over the years, so its interior and engine seemed pretty modern. But it still felt like we were back in the 80s, driving down the road in 2015 Singapore. It was fun and nostalgic!"

C It was an uncomfortable fit inside the DeLorean for 1.94m Shan, who wanted the seats to be further back and the car to fly.

Which song from the movie soundtrack would he play in the DeLorean? "It would need to be the orchestral theme of *Back To The Future*, on repeat for the entire journey, no matter how long I'd be driving. Baaaaaa-bada-bam-bom-baaaaaa."

Would he pay \$250,000



“
I WAS AS
EXCITED AS IF
I WERE ABOUT
TO MEET A
HOLLYWOOD
CELEBRITY!
”

(last known transacted price) to drive this 32-year-old DeLorean until 2020? “I would love to own a piece of pop culture, and yes, I would probably buy the car if it was bigger inside. There is no way I can comfortably drive it at my height!”

What did Shan’s family (wife Artika, a wedding planner, and their two sons, three-year-old Ciaran and 11-month-old Ruan) think of his DeLorean drive?

“All of my guy friends aged 28 to 40 thought it was the

coolest thing ever, but the others didn’t care as much.”

So, is the DeLorean DMC-12 still Shan’s dream car?

“After sitting in the cramped cockpit, I would say my enthusiasm has waned slightly. I think I’ll move on to my next dream car. *Torque* magazine, please find me KITT from *Knight Rider*!” 🚗



ACTIVE ACTION

In the first of a two-part article, our mechanical engineer explains the technology of active suspension.



THE human body is like a moving machine, with an incredible degree of control to maintain balance, level, shock absorption, skid alleviation and stability at speed. Furthermore, human beings do not need to think or analyse aspects of their mobility to maintain smooth progress. It is all done automatically. It's absolutely state-of-the-art active (human) body control.

Compared to that, the

average car's body control system is primitive – a set of springs, dampers and some linkages, all of which basically "react" to road conditions.

Said system is a purely passive one. Hit a bump on the road and the suspension arms move, taking along the springs and dampers that are preset to cater for a specific range of dynamic conditions, and never all of them.

It was Colin Chapman, founder of Lotus Cars and original team principal of Team Lotus F1, who first mooted the idea of continuously re-calibrating suspension elements so that the car would

ride and handle consistently regardless of road or speed.

Chapman was way ahead of his time, though, because the necessary high-speed hardware and electronic control weren't sufficiently developed in 1982 to enable his F1 cars to win races.

It was only a decade later that Frank Williams' F1 machines showed the worth of "active suspension" to the world. Indeed, in the 1990s, the game of high-speed electronic processor control and super-responsive actuators had moved to a far higher level than in the 1980s.

With 21st century

In 1993's Formula One season, the Williams FW15C racecar demonstrated the winning performance of active suspension.



“
**THE FIRST
TASK OF
ACTIVE
SUSPENSION IS
TO MAINTAIN
THE CAR'S
LEVEL AND
RIDE HEIGHT.**
”



technology, active suspension is now appearing in passenger cars, albeit mostly high-end models for now. It is not quite humanoid yet, but real-time variance of springing, damping and ride level has considerably enhanced vehicle dynamics and eased the dreaded ride/handling compromise.

Like all modern systems found in today's automobiles, active suspension relies on accurate solid-state sensors, an electronic control unit and fast-acting actuators. The first task of active suspension is to maintain the car's level and ride height.

This story (and the "active action") will be continued in our next issue. 🏎️



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ELECTRON RESERVE

Gadget lovers looking for a handy power bank could consider Red Monster's Power Bang Mini, which has a 10,000mAh lithium polymer battery to "refuel" their power-hungry devices. \$99



This power bank is available in PU leather (above) and acrylic finishes.

WHITE WATCHES, WHITE CHRISTMAS

These "snowy" timepieces remind us it's that time of the year, even without any snow in Singapore.



ORIS AQUIS DATE

Its design highlight is a contrasting cermet (ceramic-metallic composite) top ring, while its submersible features make it useful underwater.

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Be it on a love boat or speedboat, Corum's 12 coloured nautical flags on this attractive timepiece will set sail with the wearer at a minute's notice.

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**TORQUE 5
GROUP**

"SEALED" AND DELIVERED

This writer was a fish out of water when Luminox threw him into the deep end with an ex-Navy Seal.

THE location was Langkawi, Malaysia. The mission was "Luminox Spec Ops". The man in charge was John McGuire, CEO of Seal Team Physical Training, which specialises in Seal-style team-building.

He's more than a trainer, having served 10 years with the US Navy's elite Seal unit and participated in countless special operations in many parts of the world, mostly rescue-related and all of them classified.

Not so top secret, but still military-ready, are Luminox watches. They're known for their toughness, timekeeping precision, reliability and micro gas tubes that illuminate in the dark. In other words, they're the tools needed for paramilitary "exercises" like this.

For half a day, which felt like the longest day at some points, the 37 civilian participants did a "beach assault" at Berjaya Langkawi Resort. The siong activities included "Push-ups On The Line", "Planking Pirates", "Sand Sprints" and "Low Crawl".

Due to my physical limitations (okay, I was out of shape), I had to fall out, after which I blacked out on a beach chair. This gave me the opportunity to chat with John.

What was life like as a US Navy Seal?

"It was a serious job, and having been a Seal also means lifelong learning. Great mates surrounded me and they're my family. Without them, the mental, physical and emotion roller coaster wouldn't have been easy on me."



Apparently, you're quite a car guy. What do you have in your garage?

"I sure am! I have about nine cars at home – they're used by my wife and kids. My favourites have to be my Ford Raptor, which I use daily, and my two Hummer H1s. They've all got big wheels and raised suspensions. When I don't feel like driving, I'll hop onto my Ducati 996. I love it a lot, mainly because of the sound made by the exhaust!"

Your thoughts on Luminox watches?

"Timepieces are critical equipment in operations, and my Luminox has proven itself to be strong and accurate, on top of being functional and utilitarian. Plus, it looks cool." 🧐



AUTO-INSPIRED

Car nuts young and old will be delighted to receive these Christmas presents.



1_ Budding pilots can take to the sky in this 1:50 scale remote-controlled Eurocopter. The set includes two spare tail rotors, which should come in handy in the event of mishaps. **\$99** **2_** Ideal for jet-setters, the Bentley Heritage Race leather backpack has an easy-to-open flap, thanks to the magnets beneath the buckles. The "9" is a tribute to the Bentley "Blower", which was raced in the 1930 24 Hours of Le Mans. **\$1200** **3_** Writing becomes a luxurious pastime with Montblanc's Meisterstück Platinum Line LeGrand fountain pen, which has a body made from precious resin and a 14-carat gold nib with a rhodium-plated inlay. **\$1015** **4_** Enthusiasts will enjoy putting together the Lego Volkswagen T1 Camper Van. Once assembled, this 1332-piece kit features neat details, such as a split front windscreen and plaid curtains. **\$250** **5_** Targeting well-heeled shutterbugs who love shooting fast cars, the mirrorless Leica SL features a 24-megapixel full-frame sensor and a shutter speed of 11fps. **\$11,000**

**TANK UP &
CHOW DOWN**


FRENCH FARE

Lovers of Gallic cuisine who also love dining in art deco settings could try 1919 Waterboat House, which offers dishes such as Entrecote and Homard (above). The latter is a blue lobster tail poached in paella butter and accompanied by mussels and asparagus. The restaurant is located at 3 Fullerton Road, Singapore 049215.

CHOW ON THIS

Diners who find chowder comforting can check out Seattle Pike Chowder, which offers classics such as New England and Manhattan chowders. For the more adventurous, there are more interesting options, such as the hearty Crab Oyster Chorizo bread bowl (below). The eatery is located at 1 Marine Parade Central, #01-05, and at the Singapore Pinacothèque de Paris, #01-01 Fort Canning Arts Centre.



DELICIOUS DOZEN

Din Tai Fung has unveiled 12 new dishes to celebrate its 12th year in Singapore. Said dishes include steamed mushroom buns infused with truffle oil, yam paste in crispy spring rolls, and deep-fried handmade tofu with water chestnuts (above). The latest menu additions are only available at the chain's flagship restaurant, located at #B1-03 Paragon.

GARAGE

• HOTTEST
SOUPED-UP
CARS AHEAD



12/DEC



ROARING STYLE

The Advanti Racing Storm S1 can improve a car's handling and steering feel, thanks to its forged construction – which means lighter weight and better durability compared to cast wheels. This rim comes in a semi-matte gunmetal finish and is available in 15- to 17-inch sizes.





GILDED ROCKET

BRABUS has introduced the Rocket 900 Desert Gold Edition, a limousine with supercar-crushing performance. Based on the Mercedes-Benz S65 AMG, the Rocket 900 has a nought to 100km/h time of 3.7 seconds and a top speed exceeding 350km/h.

Responsible for these figures is a twin-turbocharged V12 that produces 900hp (or 887bhp) and an asphalt-melting 1200Nm. The engine's original displacement of 5.5-litres was increased to 6.3-litres and features larger turbochargers, wider

downpipes and a stainless steel exhaust system.

Giving this Brabus its unique appearance are its Desert Gold paintwork, forged 21-inch Monoblock F Platinum Edition wheels and carbon fibre aerodynamic components. Mimicking the exterior, the vehicle's interior is upholstered in gold and black Mastik leather, with "900" logos on the head restraints.

Helping tame the car's monstrous output are the limited-slip differential and Airmatic Sport Unit, which lowers ride height by 15mm.



EAGLE-EYED

THE BlackVue DR650GW-2CH kit comprises a full-HD camera in front and a HD one for the rear. Both cameras provide a 129-degree viewing angle for optimal coverage.

To determine the location of incidents, the DR650GW has built-in GPS, while its Wi-Fi feature enhances user convenience by enabling them to download footage to their smartphone via an app.

The device also features Parking mode, which begins recording when the motion detector is triggered.



MOD YOUR RIDE

Goodies for your prized possession.



Maintain your upholstery with the **Armor All Outlast Leather Restorer**, which not only cleans but also conditions and helps protect leather from harmful UV rays.



Clean and shield your car's paintwork with the **Armor All Wash & Wax + Protect**. Its formula contains polymers and carnauba wax to enhance water beading and protection against contaminants.



Keep your tyres black and rims shiny with the **Armor All Extreme Wheel & Tire Cleaner**, which has a foaming formula that helps dissolve grease and brake dust.



Improve visibility with the **Armor All Extreme Glass Cleaner**, which removes road grime, insect residue and water spots. The product is safe for tinted windows, too.



MOD TALK

PIGGYBACK ECU

Q1 How does a piggyback ECU work?

It modifies the signals from the engine sensors/stock ECU to boost engine output.

Q2 Can I still tweak it?

Yes, but bear in mind that a piggyback ECU's program is actually more limited compared to a standalone ECU's.

Q3 Will boosting power affect economy?

Yes. The stock ECU is tricked into thinking that the engine is running lean, and causes it to add more fuel.

Q4 Is a piggyback ECU very expensive?

No. In fact, it is often a third or even a quarter of the cost of a standalone ECU.

Q5 What if the check-engine light comes on post-installation?

Return to your workshop. If needed, the piggyback ECU will be removed and a factory reset will be performed.

MEN'S HEALTH SINGAPORE

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• DOLLARS & SENSE
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12/DEC



BMW 740Li

\$456,800
ON THE ROAD

Targeting towkays who are gadget freaks, this car is the first of its kind to offer Remote Control Parking, which lets drivers use the vehicle key to move this limousine into a parking space. Other cool features include the new infotainment system's pinch to zoom function and gesture-based controls.

■
RIVAL
MERCEDES-BENZ
S-CLASS



PORSCHE BOXSTER SPYDER

\$440,089
ON THE ROAD

Aimed at driving purists, this roadster is not only the most powerful Boxster ever, it's also only available with a 6-speed manual gearbox. Motivating this Spyder is a mid-mounted 3.8-litre flat-6 that delivers 375bhp and 420Nm – figures that allow the car to hit 100km/h in 4.5 seconds.

■
RIVAL
JAGUAR F-TYPE S
CONVERTIBLE



FORD S-MAX

PRICE
ON APPLICATION

This sporty seven-seater MPV is equipped with a turbocharged 2.0L with 240bhp. More importantly, it also offers extra space for occupants and their belongings compared to the previous model. Comfort and safety are enhanced by the additional sound insulation and new driver assistance technologies.

■
RIVAL
VOLKSWAGEN
SHARAN



BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ALFA ROMEO // EuroAutomobile Pte Ltd, tel: 6566-2200, www.alfaromeo.com.sg								
Giulietta 1.4 (A) 5dr	\$125,800	1368cc	4T/6DC	FF	170bhp/250Nm	7.7sec	218km/h	19.2km/L
Giulietta Quadrifoglio Verde 1.7 (A) 5dr	\$165,800	1742cc	4T/6DC	FF	240bhp/340Nm	6.6sec	244km/h	13.7km/L
4C 1.7 (A) coupe	\$358,801	1742cc	4T/6DC	MR	240bhp/350Nm	4.5sec	258km/h	14.7km/L
ALPINA // Munich Automobiles Pte Ltd, tel: 6473-7117								
B3 3.0 (A) 4dr	\$373,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	305km/h	13.2km/L
B3 Touring 3.0 (A) estate	\$383,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.3sec	302km/h	13.0km/L
B4 Coupe 3.0 (A)	\$388,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	303km/h	13.2km/L
B4 Convertible 3.0 (A)	\$408,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.5sec	301km/h	12.5km/L
D5 3.0 (A) 4dr	\$405,800	2993cc	6TD/8AT	FR	350bhp/700Nm	5.1sec	278km/h	16.9km/L
D5 Touring 3.0 (A) estate	POA	2993cc	6TD/8AT	FR	350bhp/700Nm	5.3sec	276km/h	16.1km/L
B7 4.4 (A) 4dr	\$670,800	4395cc	V8T/8AT	FR	540bhp/730Nm	4.6sec	312km/h	10.1km/L
XD3 3.0 (A) SUV	\$398,800	2993cc	6TD/8AT	F4	350bhp/700Nm	4.9sec	251km/h	15.2km/L
ASTON MARTIN // Wearnes Automotive, tel: 6862-5868, www.astonmartin.com.sg								
V8 Vantage 4.7 coupe	POA	4735cc	V8/GMT	FR	420bhp/470Nm	4.9sec	290km/h	7.8km/L
V8 Vantage 4.7 (A) coupe	POA	4735cc	V8/7AM	FR	420bhp/470Nm	4.7sec	300km/h	7.6km/L
V8 Vantage S 4.7 (A) coupe	POA	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V8 Vantage Roadster 4.7 (A)	POA	4735cc	V8/7AM	FR	420bhp/470Nm	4.8sec	290km/h	7.8km/L
V8 Vantage S Roadster 4.7 (A)	POA	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V12 Vantage S 5.9 coupe	POA	5935cc	V12/7AM	FR	565bhp/620Nm	3.9sec	328km/h	6.1km/L
DB9 5.9 (A) coupe	POA	5935cc	V12/6AT	FR	517bhp/620Nm	4.6sec	295km/h	7.0km/L
Rapide S 5.9 (A) 4dr	POA	5935cc	V12/8AT	FR	552bhp/630Nm	4.4sec	327km/h	7.8km/L
Vanquish 5.9 (A) coupe	POA	5935cc	V12/8AT	FR	568bhp/630Nm	3.8sec	324km/h	7.8km/L
Vanquish Volante 5.9 (A) conv	POA	5935cc	V12/8AT	FR	568bhp/630Nm	4.0sec	317km/h	7.8km/L
AUDI // Premium Automobiles Pte Ltd, tel: 6566-1111, www.audi.com.sg								
A1 Sportback 1.0 (A) 5dr	\$122,000	999cc	3T/7DC	FF	95bhp/160Nm	10.9sec	186km/h	22.7km/L
A3 Sportback 1.4 (A) 5dr	\$150,400	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
A3 Sedan 1.4 (A)	\$152,600	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	211km/h	20.0km/L
A3 Cabriolet 1.4 (A)	\$189,300	1395cc	4T/7DC	FF	125bhp/200Nm	10.2sec	211km/h	19.6km/L
S3 Sportback 2.0 (A) 5dr	\$236,250	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
S3 Sedan 2.0 (A)	\$239,850	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
RS3 Sportback 2.5 (A) 5dr	\$297,800	2480cc	5T/7DC	F4	367bhp/465Nm	4.3sec	250km/h	12.3km/L
A4 1.8 (A) 4dr	\$165,130	1798cc	4T/CVT	FF	170bhp/320Nm	8.3sec	225km/h	17.2km/L
A4 2.0 (A) 4dr	POA	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S4 3.0 (A) 4dr	POA	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	10.6km/L
A4 Avant 2.0 (A) estate	\$227,750	1984cc	4T/CVT	FF	211bhp/350Nm	7.4sec	232km/h	13.7km/L
RS4 Avant 4.2 (A) estate	\$483,350	4163cc	V8/7DC	F4	450bhp/430Nm	4.7sec	250km/h	9.3km/L
A5 2.0 (A) coupe	\$256,950	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S5 3.0 (A) coupe	\$344,650	2995cc	V6S/7DC	F4	333bhp/440Nm	4.9sec	250km/h	12.3km/L
RS5 4.2 (A) coupe	POA	4163cc	V8/7DC	F4	450bhp/430Nm	4.6sec	250km/h	9.3km/L
A5 Sportback 1.8 (A) 5dr	\$229,200	1798cc	4T/CVT	FF	170bhp/320Nm	8.4sec	220km/h	16.9km/L
A5 Sportback 2.0 (A) 5dr	\$257,550	1984cc	4T/7DC	F4	211bhp/350Nm	6.6sec	241km/h	14.3km/L
S5 Sportback 3.0 (A) 5dr	\$335,950	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.3km/L
A5 Cabriolet 2.0 (A)	\$292,450	1984cc	4T/7DC	F4	211bhp/350Nm	7.3sec	238km/h	13.9km/L
S5 Cabriolet 3.0 (A)	\$389,250	2995cc	V6S/7DC	F4	333bhp/440Nm	5.4sec	250km/h	11.7km/L
A6 1.8 (A) 4dr	\$245,800	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	17.5km/L
A6 2.0 (A) 4dr	\$266,600	1984cc	4T/7DC	FF	252bhp/370Nm	6.7sec	250km/h	16.9km/L
A6 3.0 (A) 4dr	\$359,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	13.2km/L
S6 4.0 (A) 4dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.6sec	250km/h	10.4km/L
A6 Avant 1.8 (A) estate	\$260,900	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	16.9km/L
A6 Avant 3.0 (A) estate	\$359,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.8km/L
RS6 Avant 4.0 (A) estate	\$544,300	3993cc	V8T/8AT	F4	560bhp/700Nm	3.9sec	250km/h	10.4km/L
A7 2.0 (A) 5dr	\$298,800	1984cc	4T/7DC	FF	252bhp/370Nm	6.9sec	250km/h	16.9km/L
A7 3.0 (A) 5dr	\$379,800	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	13.2km/L
A8L 3.0 (A) 4dr	\$412,200	2995cc	V6S/8AT	F4	310bhp/440Nm	5.9sec	250km/h	12.7km/L

EXPLANATORY NOTES

POA Price on application
5dr Five-door hatchback
4dr Four-door saloon
3dr Three-door hatchback
conv Convertible
SUV Sports utility vehicle
MPV Multi-purpose vehicle

Engine Format
T Turbocharged
S Supercharged
H Hybrid
F Flat
D Diesel
EV Electric vehicle
EVRE EV range extender

Transmission
xMT Manual
xAT Automatic
xAM Automated manual
xDC Dual-clutch
CVT Continuously variable

Driveline
Fx Front-engine
Mx Mid-engine
Rx Rear-engine
xF Front-wheel-drive
xR Rear-wheel-drive
x4 Four-wheel-drive

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
AUDI continued									
A8L 4.0 (A) 4dr	\$524,000	3993cc	V8T/8AT	F4	435bhp/600Nm	4.6sec	250km/h	10.9km/L	216
S8 4.0 (A) 4dr	\$671,900	3993cc	V8T/8AT	F4	520bhp/650Nm	4.1sec	250km/h	10.4km/L	225
Q3 1.4 (A) SUV	\$183,300	1395cc	4T/6DC	FF	150bhp/250Nm	8.9sec	200km/h	16.1km/L	145
Q3 2.0 (A) SUV	\$203,900	1984cc	4T/7DC	F4	180bhp/320Nm	7.6sec	217km/h	14.9km/L	155
Q5 2.0 (A) SUV	\$232,350	1984cc	4T/8AT	F4	225bhp/350Nm	7.1sec	222km/h	12.7km/L	184
SQ5 3.0 (A) SUV	\$312,250	2995cc	V6S/8AT	F4	354bhp/470Nm	5.4sec	250km/h	11.8km/L	199
Q7 3.0 (A) SUV	\$361,600	2995cc	V6S/8AT	F4	333bhp/440Nm	6.3sec	250km/h	12.7km/L	183
TT 2.0 (A) coupe	\$243,200	1984cc	4T/6DC	FF	230bhp/370Nm	5.9sec	250km/h	15.9km/L	146
TTS 2.0 (A) coupe	POA	1984cc	4T/6DC	F4	310bhp/380Nm	4.6sec	250km/h	14.7km/L	157
TT Roadster 2.0 (A)	\$265,700	1984cc	4T/6DC	FF	230bhp/370Nm	6.1sec	250km/h	14.9km/L	154
R8 4.2 (A) coupe	\$715,180	4163cc	V8/7DC	M4	430bhp/430Nm	4.3sec	300km/h	8.1km/L	289
R8 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	525bhp/530Nm	3.6sec	314km/h	7.6km/L	305
R8 V10 Plus 5.2 (A) coupe	\$969,750	5204cc	V10/7DC	M4	550bhp/540Nm	3.5sec	317km/h	7.8km/L	299
R8 Spyder 4.2 (A)	\$778,200	4163cc	V8/7DC	M4	430bhp/430Nm	4.5sec	300km/h	7.9km/L	294
R8 Spyder 5.2 (A)	\$946,600	5204cc	V10/7DC	M4	525bhp/530Nm	3.8sec	311km/h	7.5km/L	310

BENTLEY // Wearnes Automotive, tel: 6378-2628, www.singapore.bentleymotors.com

Mulsanne 6.8 (A) 4dr	POA	6750cc	V8T/8AT	FR	505bhp/1020Nm	5.3sec	296km/h	6.8km/L	342
Mulsanne Speed 6.8 (A) 4dr	POA	6750cc	V8T/8AT	FR	530bhp/1100Nm	4.9sec	305km/h	6.8km/L	342
Flying Spur V8 4.0 (A) 4dr	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.2sec	295km/h	9.2km/L	254
Flying Spur W12 6.0 (A) 4dr	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.6sec	322km/h	7.0km/L	332
Continental GT V8 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	4.8sec	303km/h	9.5km/L	246
Continental GT V8 S 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.5sec	309km/h	9.5km/L	246
Continental GT 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	582bhp/720Nm	4.5sec	319km/h	7.1km/L	327
Continental GT Speed 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	626bhp/820Nm	4.2sec	331km/h	6.9km/L	338
Continental GT3-R 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	572bhp/700Nm	3.7sec	304km/h	7.9km/L	295
Continental GTC V8 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.0sec	301km/h	9.2km/L	254
Continental GTC V8 S 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.7sec	308km/h	9.2km/L	254
Continental GTC 6.0 (A) conv	POA	5998cc	W12T/8AT	F4	582bhp/720Nm	4.7sec	315km/h	7.0km/L	330
Continental GTC Speed 6.0 (A) conv	POA	5998cc	W12T/8AT	F4	626bhp/820Nm	4.4sec	327km/h	6.7km/L	347

BMW // Performance Motors Ltd, tel: 6319-0100, www.bmw.com.sg

116d 1.5 (A) 5dr	\$138,800	1496cc	3TD/8AT	FR	116bhp/270Nm	10.3sec	200km/h	24.4km/L	96
218i Active Tourer 1.5 (A) 5dr	\$160,800	1499cc	3T/6AT	FF	136bhp/220Nm	9.2sec	205km/h	18.9km/L	124
216d Gran Tourer 1.5 (A) MPV	\$172,800	1496cc	3TD/6AT	FF	116bhp/270Nm	10.9sec	192km/h	23.3km/L	112
218i Coupe 1.5 (A)	\$158,800	1499cc	3T/8AT	FR	136bhp/220Nm	8.9sec	210km/h	18.2km/L	129
220i Coupe Sport 2.0 (A)	\$192,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.0sec	230km/h	16.7km/L	139
228i Coupe Sport 2.0 (A)	\$203,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	15.9km/L	148
218i Convertible 1.5 (A)	\$178,800	1499cc	3T/8AT	FR	136bhp/220Nm	9.6sec	205km/h	17.2km/L	134
220i Convertible Sport 2.0 (A)	\$207,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	226km/h	15.4km/L	152
228i Convertible Sport 2.0 (A)	\$219,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	14.9km/L	157
318i Sport 1.5 (A) 4dr	\$180,800	1499cc	3T/8AT	FR	136bhp/220Nm	9.1sec	210km/h	18.5km/L	126
320d EfficientDynamics 2.0 (A) 4dr	\$191,800	1995cc	4TD/8AT	FR	163bhp/400Nm	7.8sec	225km/h	24.4km/L	109
320i Sport 2.0 (A) 4dr	\$202,800	1998cc	4T/8AT	FR	184bhp/290Nm	7.3sec	235km/h	17.2km/L	134
330i Sport 2.0 (A) 4dr	\$231,800	1998cc	4T/8AT	FR	252bhp/350Nm	5.8sec	250km/h	17.2km/L	136
340i Sport 3.0 (A) 4dr	\$267,800	2998cc	6T/8AT	FR	326bhp/450Nm	5.1sec	250km/h	14.7km/L	159
320i GT 2.0 (A) 5dr	\$227,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.9sec	229km/h	15.9km/L	147
328i GT 2.0 (A) 5dr	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.4km/L	151
420i Coupe 2.0 (A)	\$231,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Coupe Sport 2.0 (A)	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.8sec	250km/h	15.6km/L	149
435i Coupe Sport 3.0 (A)	\$291,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.1sec	250km/h	14.4km/L	169
420i Convertible 2.0 (A)	\$259,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Convertible 2.0 (A)	\$285,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.4sec	250km/h	14.9km/L	157
435i Convertible M Sport 3.0 (A)	\$334,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	13.0km/L	180
420i Gran Coupe 2.0 (A) 4dr	\$218,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	236km/h	15.9km/L	146
428i Gran Coupe 2.0 (A) 4dr	\$254,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	15.6km/L	149
435i Gran Coupe M Sport 3.0 (A) 4dr	\$305,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.2sec	250km/h	13.2km/L	178
520i Business 2.0 (A) 4dr	\$233,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.0sec	226km/h	15.6km/L	149

CARBON EMISSIONS-BASED VEHICLE SCHEME (CEVS)

CO2 emission g/km	Rebate (-)	CO2 emission g/km	Surcharge (+)
≤95	- \$30,000	186-200	+ \$5000
96-105	- \$15,000	201-215	+ \$10,000
106-120	- \$10,000	216-230	+ \$15,000
121-135	- \$5000	≥230	+ \$30,000
136-185	\$0		

All prices listed include COE and are meant to serve as a guide. Please visit www.torque.com.sg/buy for the latest car prices.

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
BMW continued									
520d 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.9sec	231km/h	20.4km/L	129
528i 2.0 (A) 4dr	\$262,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.3sec	250km/h	13.1km/L	152
535i 3.0 (A) 4dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.9km/L	177
535i GT 3.0 (A) 5dr	\$350,800	2979cc	6T/8AT	FR	306bhp/400Nm	6.3sec	250km/h	12.2km/L	192
640i Coupe 3.0 (A)	\$375,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.3sec	250km/h	13.0km/L	180
650i Coupe 4.4 (A)	\$435,800	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.4km/L	206
640i Convertible 3.0 (A)	\$412,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.5sec	250km/h	12.7km/L	181
650i Convertible 4.4 (A)	\$479,800	4395cc	V8T/8AT	FR	450bhp/650Nm	5.0sec	250km/h	11.0km/L	213
640i Gran Coupe 3.0 (A) 4dr	\$395,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	12.6km/L	177
650i Gran Coupe 4.4 (A) 4dr	\$441,800	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.4km/L	206
740Li 3.0 (A) 4dr	\$456,800	2998cc	6T/8AT	FR	326bhp/450Nm	5.6sec	250km/h	14.3km/L	164
750Li 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.7sec	250km/h	12.5km/L	187
i3 Interior Design Lodge (A) 5dr	\$212,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L	13
i3 Interior Design Suite (A) 5dr	\$216,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L	13
i8 Pure Impulse 1.5 (A) coupe	\$580,800	1499cc	3TH/6AT	M4	230bhp/320Nm	4.4sec	250km/h	47.6km/L	49
X1 sDrive20i 2.0 (A) SUV	\$191,800	1998cc	4T/8AT	FR	192bhp/280Nm	7.7sec	225km/h	16.9km/L	136
X3 sDrive20i 2.0 (A) SUV	\$211,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.2sec	210km/h	14.1km/L	166
X3 xDrive28i 2.0 (A) SUV	\$268,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.5sec	230km/h	13.5km/L	172
X3 xDrive35i 3.0 (A) SUV	\$311,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.7sec	245km/h	10.5km/L	204
X4 xDrive20i 2.0 (A) SUV	\$253,800	1997cc	4T/8AT	F4	184bhp/270Nm	8.1sec	212km/h	13.7km/L	171
X4 xDrive28i 2.0 (A) SUV	\$281,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.4sec	232km/h	13.5km/L	172
X4 xDrive35i 3.0 (A) SUV	\$326,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.5sec	247km/h	12.0km/L	193
X5 xDrive35i 3.0 (A) SUV	\$343,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.5sec	235km/h	11.8km/L	199
X5 xDrive50i 4.4 (A) SUV	\$430,800	4395cc	V8T/8AT	F4	450bhp/650Nm	5.0sec	250km/h	9.5km/L	244
X6 xDrive35i 3.0 (A) SUV	\$374,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.4sec	240km/h	11.6km/L	200
X6 xDrive50i 4.4 (A) SUV	\$476,800	4395cc	V8T/8AT	F4	450bhp/650Nm	4.8sec	250km/h	10.3km/L	227
Z4 Roadster sDrive20i 2.0 (A)	\$247,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.2sec	232km/h	14.7km/L	159
Z4 Roadster sDrive28i 2.0 (A)	\$270,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	14.7km/L	159
Z4 Roadster sDrive35is 3.0 (A)	\$340,800	2979cc	6T/7DC	FR	340bhp/450Nm	4.8sec	250km/h	11.1km/L	210

BMW // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M3 Sedan 3.0 (A)	\$345,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L	194
M4 Coupe 3.0 (A)	\$355,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L	194
M4 Convertible 3.0 (A)	\$401,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.4sec	250km/h	11.5km/L	203
M5 Competition 4.4 (A) 4dr	\$480,800	4395cc	V8T/7DC	FR	575bhp/680Nm	4.2sec	250km/h	10.1km/L	232
M6 Coupe 4.4 (A)	\$534,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	250km/h	10.1km/L	232
M6 Convertible 4.4 (A)	\$579,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.3sec	250km/h	9.7km/L	239
M6 Gran Coupe 4.4 (A) 4dr	\$556,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	305km/h	10.1km/L	232
X5M 4.4 (A) SUV	\$511,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L	258
X6M 4.4 (A) SUV	\$536,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L	258

BMW M PERFORMANCE // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M135i 3.0 (A) 5dr	\$213,800	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L	175
M235i Coupe 3.0 (A)	\$223,800	2979cc	6T/8AT	FR	326bhp/450Nm	4.8sec	250km/h	13.2km/L	176
M235i Convertible 3.0 (A)	\$238,800	2979cc	6T/8AT	FR	326bhp/450Nm	5.0sec	250km/h	12.6km/L	184
X5 M50d 3.0 (A) SUV	\$386,800	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	14.9km/L	177
X6 M50d 3.0 (A) SUV	\$411,800	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	13.0km/L	199

CHERY // Vertex Automobile Pte Ltd, tel: 6742-2883, www.chery-vertex.com.sg

Fulwin 2.1.5 4dr	\$61,999	1497cc	4/5MT	FF	107bhp/140Nm	not avail	160km/h	14.3km/L	165
J3 1.6 4dr	\$63,999	1597cc	4/5MT	FF	117bhp/147Nm	14.8sec	174km/h	12.5km/L	189

CHEVROLET // Alpine Motors, tel: 6511-3033, www.chevrolet.com.sg

Spark 1.0 (A) 5dr	\$95,999	995cc	4/4AT	FF	68bhp/89Nm	17.5sec	143km/h	16.7km/L	143
Sonic 1.4 (A) 4dr	\$103,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.6km/L	152
Sonic Hatch 1.4 (A)	\$103,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.4km/L	155
Cruze 1.4 (A) 4dr	\$109,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.4sec	204km/h	14.7km/L	157
Cruze Station Wagon 1.4 (A)	\$116,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.8sec	202km/h	14.7km/L	157
Orlando LS 1.4 (A) MPV	\$128,999	1362cc	4T/6AT	FF	140bhp/200Nm	11.2sec	191km/h	14.1km/L	165
Captiva 2.4 LT (A) SUV	\$155,999	2384cc	4/6AT	FF	167bhp/230Nm	10.8sec	181km/h	10.9km/L	210
Malibu 2.4 (A) 4dr	\$129,999	2384cc	4/6AT	F4	167bhp/225Nm	9.7sec	206km/h	12.8km/L	187

CHRYSLER // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.chrysler.com

300C 3.6 (A) 4dr	\$278,000	3604cc	V6/8AT	FR	286bhp/340Nm	7.6sec	240km/h	10.3km/L	227
Grand Voyager 2.8 (A) MPV	\$228,000	2776cc	4TD/6AT	FF	160bhp/360Nm	12.8sec	185km/h	11.4km/L	not avail

CITROEN // Cycle & Carriage France Pte Ltd, tel: 6479-2792, www.citroen.com.sg

DS3 1.4 EGS (A) 3dr	POA	1397cc	4/5AM	FF	95bhp/136Nm	11.8sec	184km/h	17.8km/L	127
DS3 Cabrio 1.6 (A) conv	POA	1598cc	4/4AT	FF	120bhp/160Nm	10.9sec	190km/h	15.2km/L	153

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
CITROEN continued									
DS4 e-HDi 1.6 (A) 5dr	POA	1560cc	4TD/6AM	FF	110bhp/270Nm	11.3sec	190km/h	22.7km/L	114
DS4 So Chic 1.6 (A) 5dr	POA	1598cc	4T/6AT	FF	161bhp/240Nm	8.8sec	212km/h	13.0km/L	178
DS4 Sport Chic 1.6 5dr	POA	1598cc	4T/6MT	FF	200bhp/275Nm	8.5sec	235km/h	15.6km/L	149
DS5 e-HDi 1.6 (A) 5dr	\$158,988	1560cc	4TD/6AM	FF	115bhp/270Nm	10.1sec	191km/h	23.3km/L	112
DS5 Hybrid 4 2.0 (A) 5dr	POA	1997cc	4TDH/6AM	F4	200bhp/300Nm	9.2sec	211km/h	30.3km/L	85
C4 Cactus 1.2 (A) 5dr	\$113,988	1199cc	3/5AM	FF	80bhp/118Nm	15.0sec	172km/h	23.3km/L	98
C4 Picasso e-HDi 1.6 (A) MPV	\$121,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.3sec	189km/h	25.0km/L	105
Grand C4 Picasso e-HDi 1.6 (A) MPV	POA	1560cc	4TD/6AM	FF	115bhp/270Nm	12.6sec	189km/h	25.0km/L	105
Grand C4 Picasso 1.6 THP (A) MPV	\$153,988	1598cc	4T/6AT	FF	165bhp/240Nm	10.0sec	189km/h	17.8km/L	130

DAIHATSU // Sin Tien Seng Pte Ltd, tel: 6748-1166, www.sts.com.sg

Terios 1.5 (A) 4wd SUV	POA	1495cc	4/4AT	F4	105bhp/140Nm	12.6sec	150km/h	11.9km/L	179
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FERRARI // Ital Auto, tel: 6475-1118, www.italauto.com.sg

California T 3.9 (A) conv	\$965,001	3855cc	V8T/7DC	FR	560bhp/755Nm	3.6sec	316km/h	9.5km/L	250
488 GTB 3.9 (A) coupe	\$1,055,001	3902cc	V8T/7DC	MR	670bhp/760Nm	3.0sec	330km/h	8.8km/L	260
458 Spider 4.5 (A) conv	POA	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	320km/h	8.4km/L	275
FF 6.3 (A) coupe	\$1,501,001	6262cc	V12/7DC	F4	660bhp/683Nm	3.7sec	335km/h	6.5km/L	360
F12berlinetta 6.3 (A) coupe	\$1,560,001	6262cc	V12/7DC	FR	740bhp/690Nm	3.1sec	340km/h	6.7km/L	350

FIAT // TTS Eurocars Pte Ltd, tel: 6842-2222, www.fiat.com.sg

500 1.4 (A) 3dr	\$120,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C 1.4 (A) conv	\$125,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
500 Gucci 1.4 (A) 3dr	\$136,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C Gucci 1.4 (A) conv	\$141,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
Bravo T-Jet 1.4 (A) 5dr	\$144,900	1368cc	4T/6AM	FF	150bhp/206Nm	8.5sec	212km/h	14.1km/L	132

FORD // Regent Motors Ltd, tel: 6376-2233, www.regentmotors.com.sg

Fiesta Trend 1.0 (A) 5dr	POA	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Fiesta Titanium 1.0 (A) 5dr	\$106,999	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Focus Trend 1.6 (A) 4dr	\$114,999	1596cc	4/6DC	FF	125bhp/159Nm	11.8sec	195km/h	17.5km/L	146
Focus Trend 1.6 (A) 5dr	\$114,999	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	193km/h	15.9km/L	146
Focus Trend 1.6 (A) estate	\$119,999	1596cc	4/6DC	FF	125bhp/159Nm	11.9sec	193km/h	15.9km/L	146
Focus Titanium 1.6 (A) 4dr	\$120,999	1596cc	4/6DC	FF	125bhp/159Nm	11.8sec	195km/h	15.9km/L	146
Focus Titanium 1.6 (A) 5dr	\$120,999	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	193km/h	15.9km/L	146
Focus Titanium 1.6 (A) estate	\$125,999	1596cc	4/6DC	FF	125bhp/159Nm	11.9sec	193km/h	15.9km/L	146
Focus ST 2.0 5dr	POA	1999cc	4T/6MT	FF	250bhp/345Nm	6.5sec	248km/h	13.9km/L	169
Mondeo Titanium 1.5 (A) 4dr	\$153,999	1498cc	4T/6AT	FF	160bhp/240Nm	9.1sec	214km/h	13.9km/L	168
Mondeo Titanium 1.5 (A) 5dr	\$158,999	1498cc	4T/6AT	FF	160bhp/240Nm	9.1sec	214km/h	13.9km/L	168
Mondeo Titanium 2.0 (A) 4dr	\$166,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Mondeo Titanium 2.0 (A) 5dr	\$171,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Kuga Trend 1.5 (A) SUV	\$140,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
Kuga Titanium 1.5 (A) SUV	POA	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
S-Max 2.0 (A) MPV	POA	1999cc	4T/6AT	FF	240bhp/345Nm	8.4sec	226km/h	12.7km/L	180

HONDA // Kah Motor Co Sdn Bhd, tel: 6840-6888, www.honda.com.sg

Jazz 1.3 (A) 5dr	\$102,999	1318cc	4/CVT	FF	100bhp/119Nm	12.9sec	175km/h	19.6km/L	121
Jazz RS 1.5 5dr	\$106,999	1498cc	4/6MT	FF	130bhp/155Nm	9.4sec	200km/h	18.9km/L	122
Jazz RS 1.5 (A) 5dr	\$106,999	1498cc	4/CVT	FF	130bhp/155Nm	9.6sec	196km/h	18.9km/L	127
City 1.5 (A) 4dr	\$107,999	1497cc	4/CVT	FF	120bhp/145Nm	11.0sec	192km/h	17.5km/L	135
Civic 1.6 (A) 4dr	\$122,999	1598cc	4/5AT	FF	125bhp/151Nm	12.4sec	197km/h	14.7km/L	162
HR-V 1.5 (A) 5dr	\$124,999	1497cc	4/CVT	FF	120bhp/145Nm	11.8sec	179km/h	15.4km/L	155
Accord 2.0 (A) 4dr	\$156,999	1997cc	4/5AT	FF	155bhp/190Nm	11.9sec	209km/h	13.2km/L	181
Accord 2.4 (A) 4dr	\$170,999	2356cc	4/5AT	FF	175bhp/225Nm	10.5sec	224km/h	12.3km/L	192
Mobilio 1.5 (A) MPV	\$119,999	1497cc	4/CVT	FF	120bhp/145Nm	11.6sec	160km/h	16.1km/L	148
Odyssey EX-S 2.4 (A) MPV	\$163,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
Odyssey EXV-S 2.4 (A) MPV	\$174,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
CR-V RVS 2.4 (A) SUV	\$160,999	2354cc	4/5AT	FF	190bhp/222Nm	10.8sec	190km/h	11.9km/L	196

HYUNDAI // Komoco Motors Pte Ltd, tel: 6475-8888, www.hyundai.com.sg

Accent 1.4 (A) 4dr	\$94,999	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	17.5km/L	146
Accent 1.4 (A) 5dr	\$95,999	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	16.7km/L	143
Elantra 1.6 (A) 4dr	\$99,699	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159
Elantra Elite 1.6 (A) 4dr	\$105,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159
i40 2.0 (A) estate	POA	1998cc	4/6AT	FF	177bhp/213Nm	10.8sec	200km/h	13.9km/L	140
Sonata VIII 2.0 (A) 4dr	\$130,999	1999cc	4/6AT	FF	157bhp/196Nm	11.1sec	200km/h	12.5km/L	191
Grand Genesis 3.8 (A) 4dr	\$268,888	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L	261
Tucson SP 2.0 (A) SUV	\$138,999	1999cc	4/6AT	FF	152bhp/191Nm	11.5sec	177km/h	11.9km/L	200
Santa Fe 2.4 (A) SUV	\$166,999	2359cc	4/6AT	F4	192bhp/242Nm	10.9sec	190km/h	11.2km/L	208

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
HYUNDAI continued								
Veloster 1.6 (A) coupe	\$108,699	1591cc	4/6DC	FF	140bhp/167Nm	10.3sec	200km/h	16.1km/L
Veloster Turbo 1.6 (A) coupe	\$125,999	1591cc	4T/6AT	FF	186bhp/265Nm	8.1sec	214km/h	13.0km/L

INFINITI // Wearnes Automotive, tel: 6430-4840, www.infiniti-singapore.com

Q50 Premium 2.0 (A) 4dr	\$183,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q50 Sport 2.0 (A) 4dr	\$201,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q60 3.7 (A) conv	\$309,800	3696cc	V6/7AT	FR	320bhp/360Nm	5.8sec	250km/h	8.8km/L
Q70 Premium 2.5 (A) 4dr	\$232,800	2496cc	V6/7AT	FR	219bhp/253Nm	9.2sec	231km/h	10.1km/L
Q70 Premium 3.7 (A) 4dr	\$299,800	3696cc	V6/7AT	FR	320bhp/360Nm	6.2sec	250km/h	9.8km/L
Q70 Hybrid 3.5 (A) 4dr	\$309,800	3498cc	V6H/7AT	FR	360bhp/350Nm	5.5sec	250km/h	14.3km/L
QX70 Premium 3.7 (A) SUV	\$319,800	3696cc	V6/7AT	F4	320bhp/360Nm	6.8sec	233km/h	8.2km/L
QX70 Sport Premium 5.0 (A) SUV	\$369,800	5026cc	V8/7AT	F4	390bhp/500Nm	5.8sec	250km/h	7.6km/L

JAGUAR // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

XE Prestige 2.0 (A) 4dr	\$204,999	1999cc	4T/8AT	FR	200bhp/320Nm	7.7sec	237km/h	13.3km/L
XE R-Sport 2.0 (A) 4dr	\$234,999	1999cc	4T/8AT	FR	240bhp/340Nm	6.8sec	250km/h	13.3km/L
XJ Premium Luxury SWB 2.0 (A) 4dr	\$294,999	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L
XJ Premium Luxury LWB 2.0 (A) 4dr	\$345,000	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L
XJ Premium Luxury LWB 3.0 (A) 4dr	\$435,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XJ LWB Autobiography 5.0 (A)	\$575,000	5000cc	V8S/8AT	FR	510bhp/625Nm	4.9sec	250km/h	8.6km/L
F-Type Coupe 3.0 (A)	\$430,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.4km/L
F-Type S Coupe 3.0 (A)	\$470,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type R Coupe 5.0 (A)	\$580,000	5000cc	V8S/8AT	FR	550bhp/680Nm	4.2sec	300km/h	9.0km/L
F-Type 3.0 (A) conv	\$450,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.1km/L
F-Type S 3.0 (A) conv	\$490,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type V8 S 5.0 (A) conv	\$600,000	5000cc	V8S/8AT	FR	495bhp/625Nm	4.3sec	300km/h	9.0km/L

JEEP // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.jeep.com.sg

Cherokee Limited 2.4 (A) SUV	\$223,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Cherokee Trailhawk 2.4 (A) SUV	\$233,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Wrangler Sahara 3.6 (A) 3dr	\$238,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.1sec	180km/h	8.8km/L
Wrangler Sahara 3.6 (A) 5dr	\$258,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.9sec	180km/h	8.5km/L
Wrangler Sahara 2.8 (A) 5dr	\$253,000	2776cc	4TD/5AT	F4	200bhp/460Nm	10.7sec	172km/h	11.4km/L
Grand Cherokee Summit 3.6 (A)	\$308,000	3604cc	V6/8AT	F4	286bhp/347Nm	9.1sec	206km/h	11.4km/L
Grand Cherokee Summit 3.0 (A)	POA	2987cc	V6TD/8AT	F4	247bhp/570Nm	8.2sec	202km/h	13.3km/L
Grand Cherokee SRT8 6.4 (A)	\$378,000	6424cc	V8/5AT	F4	477bhp/630Nm	4.8sec	250km/h	6.1km/L

KIA // Cycle & Carriage Kia Pte Ltd, tel: 6427-8888, www.kia.com.sg

Rio 1.4 (A) 5dr	\$96,999	1396cc	4/4AT	FF	107bhp/135Nm	13.2sec	170km/h	17.5km/L
Forte K3 EX 1.6 (A) 4dr	\$93,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Forte K3 SX Sport 1.6 (A) 4dr	\$103,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Sportage 2.0 EX (A) SUV	\$127,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sportage 2.0 SX (A) SUV	\$133,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sorento 2.4 EX (A) SUV	\$152,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.4 SX (A) SUV	\$162,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.2D (A) SUV	\$162,999	2199cc	4TD/6AT	F4	200bhp/441Nm	9.6sec	203km/h	14.9km/L
Carens 2.0 (A) MPV	\$118,999	1999cc	4/6AT	FF	166bhp/213Nm	10.8sec	200km/h	12.7km/L
Optima K5 2.0 (A) 4dr	POA	1999cc	4/6AT	FF	165bhp/196Nm	10.6sec	208km/h	13.2km/L
Optima K5 2.4 (A) 4dr	POA	2359cc	4/6AT	FF	180bhp/231Nm	9.5sec	210km/h	11.8km/L

LAMBORGHINI // EuroSports Auto Pte Ltd, tel: 6565-5995, www.lamborghiniisngapore.com

Huracan LP610-4 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.2sec	325km/h	8.0km/L
Huracan LP610-4 Spyder 5.2 (A) conv	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.4sec	324km/h	8.1km/L
Aventador LP700-4 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	700bhp/690Nm	2.9sec	350km/h	5.8km/L
Aventador LP750-4 Superveloce 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	750bhp/690Nm	2.8sec	350km/h	6.3km/L
Aventador Roadster LP700-4 6.5 (A)	POA	6498cc	V12/7AM	M4	700bhp/690Nm	3.0sec	350km/h	5.8km/L

LAND ROVER // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

Discovery Sport SE 2.0 (A) SUV	\$247,000	1999cc	4T/9AT	F4	240bhp/340Nm	8.2sec	200km/h	12.0km/L
Discovery 3.0 (A) SUV	\$330,000	2993cc	V6TD/8AT	F4	256bhp/600Nm	9.3sec	180km/h	11.3km/L
Range Rover Evoque 2.0 (A) 5dr	\$230,000	1999cc	4T/9AT	F4	240bhp/340Nm	7.6sec	217km/h	12.8km/L
Range Rover Vogue 3.0D (A) SUV	\$570,000	2993cc	V6TD/8AT	F4	258bhp/600Nm	10.3sec	210km/h	13.3km/L
Range Rover Vogue 5.0 (A) SUV	\$740,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.4sec	250km/h	7.6km/L
Range Rover LWB 5.0 (A) SUV	\$850,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.8sec	225km/h	7.8km/L
Range Rover Sport 3.0D (A) SUV	\$460,000	2993cc	V6TD/8AT	F4	292bhp/600Nm	7.2sec	210km/h	13.3km/L
Range Rover Sport 3.0 (A) SUV	\$490,000	2995cc	V6S/8AT	F4	340bhp/450Nm	7.2sec	210km/h	9.3km/L
Range Rover Sport 5.0 (A) SUV	\$640,000	5000cc	V8S/6AT	F4	510bhp/625Nm	6.2sec	225km/h	6.7km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
LEXUS // Borneo Motors (S) Pte Ltd, tel: 6631-1388, www.lexus.com.sg								
CT200h Executive 1.8 (A) 5dr	\$187,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h 24.4km/L	95
CT200h Luxury 1.8 (A) 5dr	\$207,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h 24.4km/L	95
IS250 Executive 2.5 (A) 4dr	POA	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h 10.9km/L	213
IS250 Luxury 2.5 (A) 4dr	\$243,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h 10.9km/L	213
IS300h Executive 2.5 (A) 4dr	\$236,000	2494cc	4H/CVT	FR	223bhp/300Nm	8.5sec	200km/h 20.0km/L	117
ES250 Executive 2.5 (A) 4dr	\$228,000	2494cc	4/6AT	FF	184bhp/235Nm	9.8sec	207km/h 12.5km/L	188
ES300h Executive 2.5 (A) 4dr	\$238,000	2494cc	4H/CVT	FF	205bhp/270Nm	8.5sec	180km/h 18.2km/L	130
GS250 Executive 2.5 (A) 4dr	\$259,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h 11.2km/L	207
GS250 Premium 2.5 (A) 4dr	\$271,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h 11.2km/L	215
GS350 Luxury 3.5 (A) 4dr	POA	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h 9.8km/L	225
GS350 F Sport 3.5 (A) 4dr	POA	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h 9.8km/L	225
GS450h Luxury 3.5 (A) 4dr	POA	3456cc	V6H/CVT	FR	345bhp/352Nm	6.0sec	250km/h 16.4km/L	141
RC350 Luxury 3.5 (A) coupe	\$315,000	3456cc	V6/8AT	FR	312bhp/378Nm	6.3sec	230km/h 10.4km/L	217
RC F 5.0 (A) coupe	\$435,000	4969cc	V8/8AT	FR	470bhp/530Nm	4.5sec	270km/h 9.1km/L	253
LS460 4.6 (A) 4dr	\$504,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h 9.3km/L	249
LS460 F Sport 4.6 (A) 4dr	POA	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h 9.3km/L	249
LS460L 4.6 (A) 4dr	\$557,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h 9.3km/L	249
LS600hL 5.0 (A) 5-seat 4dr	\$651,000	4969cc	V8H/CVT	F4	438bhp/520Nm	6.3sec	250km/h 10.7km/L	219
NX200t Classic 2.0 (A) SUV	\$231,000	1998cc	4T/6AT	F4	234bhp/350Nm	7.3sec	200km/h 13.0km/L	178
NX300h Executive 2.5 (A) SUV	\$253,000	2494cc	4H/CVT	F4	197bhp/270Nm	9.2sec	180km/h 19.6km/L	117
RX200t 2.0 (A) SUV	POA	1998cc	4T/6AT	FF	238bhp/350Nm	9.2sec	200km/h 12.7km/L	181

LOTUS // Richburg Motors (S) Pte Ltd, tel: 6283-7076

Elise Club Racer 1.6 conv	\$225,067	1598cc	4/GMT	MR	136bhp/160Nm	6.5sec	204km/h 15.9km/L	149
Exige S 3.5 coupe	\$390,669	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	274km/h 9.9km/L	235
Exige S Automatic 3.5 (A)	POA	3456cc	V6S/6AT	MR	345bhp/400Nm	3.9sec	261km/h 10.4km/L	222
Exige S Roadster 3.5	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	233km/h 9.9km/L	236
Evora 3.5 coupe	\$356,669	3456cc	V6/GMT	MR	276bhp/350Nm	5.0sec	262km/h 10.8km/L	217
Evora 3.5 (A) coupe	\$373,669	3456cc	V6/6AT	MR	276bhp/350Nm	5.3sec	250km/h 11.4km/L	210
Evora S 3.5 coupe	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.6sec	286km/h 10.1km/L	229
Evora S 3.5 (A) coupe	\$428,669	3456cc	V6S/6AT	MR	345bhp/400Nm	4.7sec	269km/h 10.3km/L	224

MASERATI // Hong Seh Motors Pte Ltd, tel: 6266-1555, www.hongseh.com

GranTurismo 4.2 (A) coupe	POA	4244cc	V8/6AT	FR	405bhp/460Nm	5.2sec	285km/h 6.8km/L	345
GranTurismo Sport 4.7 (A) coupe	POA	4691cc	V8/6AT	FR	460bhp/520Nm	4.8sec	298km/h 7.0km/L	354
GranTurismo MC Stradale 4.7 (A)	POA	4691cc	V8/6AM	FR	450bhp/510Nm	4.6sec	301km/h 6.9km/L	337
GranCabrio Sport 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	5.2sec	285km/h 6.9km/L	354
Ghibli Diesel 3.0 (A) 4dr	\$360,001	2987cc	V6TD/8AT	FR	275bhp/600Nm	6.3sec	250km/h 16.9km/L	158
Ghibli 3.0 (A) 4dr	\$380,001	2979cc	V6T/8AT	FR	330bhp/450Nm	5.6sec	263km/h 9.6km/L	223
Ghibli S 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.0sec	285km/h 9.6km/L	242
Quattroporte 3.0 (A) 4dr	\$494,000	2979cc	V6T/8AT	FR	410bhp/550Nm	5.1sec	285km/h 9.5km/L	244
Quattroporte 3.8 (A) 4dr	POA	3798cc	V8T/8AT	FR	530bhp/650Nm	4.7sec	307km/h 8.4km/L	278

MAZDA // Trans Eurokars - Mazda, tel: 6603-6118, www.mazda.com.sg

2 1.5 (A) 5dr	\$117,888	1496cc	4/6AT	FF	115bhp/148Nm	10.0sec	184km/h 19.6km/L	119
3 1.5 (A) 4dr	\$118,888	1496cc	4/6AT	FF	120bhp/150Nm	11.6sec	185km/h 17.5km/L	135
3 1.5 (A) 5dr	\$123,888	1496cc	4/6AT	FF	120bhp/150Nm	11.7sec	180km/h 17.5km/L	135
3 2.0 (A) 4dr	\$135,888	1998cc	4/6AT	FF	165bhp/210Nm	8.9sec	208km/h 17.2km/L	139
3 2.0 (A) 5dr	\$140,888	1998cc	4/6AT	FF	165bhp/210Nm	9.0sec	202km/h 16.9km/L	140
5 2.0 (A) MPV	\$131,888	1999cc	4/5AT	FF	151bhp/190Nm	11.4sec	194km/h 15.2km/L	198
Biante 2.0 (A) MPV	\$144,888	1998cc	4/6AT	FF	151bhp/190Nm	12.7sec	176km/h 13.5km/L	174
6 2.0 (A) 4dr	\$140,888	1998cc	4/6AT	FF	165bhp/210Nm	10.1sec	209km/h 16.9km/L	138
6 2.5 (A) 4dr	\$150,888	2488cc	4/6AT	FF	192bhp/256Nm	7.8sec	223km/h 15.9km/L	153
6 2.5 (A) estate	\$156,888	2488cc	4/6AT	FF	187bhp/250Nm	8.2sec	218km/h 15.2km/L	155
8 2.3 (A) MPV	\$164,888	2261cc	4/5AT	FF	163bhp/205Nm	13.3sec	170km/h 10.3km/L	222
CX-5 2.0 (A) SUV	\$144,888	1997cc	4/6AT	FF	155bhp/200Nm	9.5sec	187km/h 14.5km/L	160
CX-5 Luxury 2.5 (A) SUV	\$155,888	2488cc	4/6AT	FF	188bhp/250Nm	9.2sec	198km/h 14.5km/L	155
CX-5 2.2 (A) SUV	\$165,888	2192cc	4TD/6AT	F4	175bhp/420Nm	9.4sec	204km/h 16.9km/L	155
MX-5 2.0 conv	\$166,888	1998cc	4/GMT	FR	158bhp/200Nm	7.3sec	214km/h 14.9km/L	156
MX-5 2.0 (A) conv	\$169,888	1998cc	4/6AT	FR	158bhp/200Nm	8.0sec	198km/h 14.9km/L	156

MCLAREN // McLaren Singapore, tel: 6251-6888, www.singapore.mclaren.com

12C 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	330km/h 8.5km/L	279
12C Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	328km/h 8.5km/L	279
570S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	570bhp/600Nm	3.2sec	328km/h 9.0km/L	258
650S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	333km/h 8.5km/L	275
650S Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	329km/h 8.5km/L	275

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
MERCEDES-BENZ // Cycle & Carriage Industries Pte Ltd, tel: 6298-1818, www.mercedes-benz.com.sg								
A180 Style 1.6 (A) 5dr	\$139,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.8km/L
A200 Style 1.6 (A) 5dr	\$147,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.5km/L
A200 Urban 1.6 (A) 5dr	\$161,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.2km/L
A250 Sport 2.0 (A) 5dr	\$178,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.6sec	240km/h	15.6km/L
A45 AMG 2.0 (A) 5dr	\$280,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.4km/L
B180 Style 1.6 (A) 5dr	\$154,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	17.2km/L
B180 Urban 1.6 (A) 5dr	\$161,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	16.9km/L
B200 Style 1.6 (A) 5dr	\$168,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.4sec	220km/h	16.1km/L
CLA180 1.6 (A) 4dr	\$171,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.2sec	210km/h	17.2km/L
CLA180 Shooting Brake 1.6 (A)	POA	1595cc	4T/7DC	FF	122bhp/200Nm	9.3sec	210km/h	17.9km/L
CLA200 CGI 1.6 (A) 4dr	\$181,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.5sec	230km/h	18.2km/L
CLA200 Shooting Brake 1.6 (A)	\$184,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.7sec	225km/h	14.7km/L
CLA250 CGI 2.0 (A) 4dr	\$194,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.7sec	240km/h	17.9km/L
CLA250 Shooting Brake 2.0 (A)	\$200,888	1991cc	4T/7DC	F4	211bhp/350Nm	6.8sec	240km/h	14.7km/L
CLA45 AMG 2.0 (A) 4dr	\$294,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.1km/L
CLA45 AMG Shooting Brake 2.0 (A)	\$298,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.7sec	250km/h	14.5km/L
GLA200 1.6 (A) SUV	\$188,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.8sec	215km/h	16.9km/L
GLA250 4Matic 2.0 (A) SUV	\$200,888	1991cc	4T/7DC	F4	211bhp/350Nm	7.1sec	230km/h	15.2km/L
GLA45 AMG 2.0 (A) SUV	\$280,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.8sec	250km/h	13.3km/L
C180 1.6 (A) 4dr	\$185,888	1595cc	4T/7AT	FR	156bhp/250Nm	8.5sec	223km/h	18.2km/L
C200 2.0 (A) 4dr	\$215,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.3sec	235km/h	17.2km/L
C250 2.0 (A) 4dr	\$231,888	1991cc	4T/7AT	FR	211bhp/350Nm	6.6sec	250km/h	16.9km/L
C63 AMG 4.0 (A) 4dr	\$434,888	3982cc	V8T/7AT	FR	476bhp/650Nm	4.1 sec	250km/h	11.9km/L
C63 S AMG 4.0 (A) 4dr	\$454,888	3982cc	V8T/7AT	FR	510bhp/700Nm	4.0sec	250km/h	11.6km/L
E200 2.0 (A) 4dr	\$246,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.9sec	233km/h	15.9km/L
E250 2.0 (A) 4dr	\$257,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.4sec	243km/h	15.9km/L
E400 3.0 (A) 4dr	\$302,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.3km/L
E250 2.0 (A) estate	\$255,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.8sec	233km/h	15.2km/L
E400 3.5 (A) estate	\$306,888	2996cc	V6T/7AT	FR	333bhp/480Nm	7.5sec	250km/h	12.7km/L
E200 Coupe 2.0 (A)	\$261,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.8sec	240km/h	16.1km/L
E250 Coupe 2.0 (A)	\$272,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.1sec	250km/h	15.4km/L
E200 Cabriolet 2.0 (A)	\$271,888	1991cc	4T/7AT	FR	184bhp/300Nm	8.2sec	235km/h	15.2km/L
E250 Cabriolet 2.0 (A)	\$287,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.5sec	245km/h	14.7km/L
S350L BlueTEC 3.0 (A) 4dr	\$431,888	2987cc	V6TD/7AT	FR	258bhp/620Nm	6.8sec	250km/h	17.9km/L
S400L 3.0 (A) 4dr	\$443,888	2996cc	V6T/7AT	FR	333bhp/480Nm	6.4sec	250km/h	12.3km/L
S400L Hybrid 3.5 (A) 4dr	\$468,888	3498cc	V6H/7AT	FR	306bhp/370Nm	6.8sec	250km/h	15.2km/L
S500L 4.7 (A) 4dr	\$577,888	4663cc	V8T/7AT	FR	455bhp/700Nm	4.8sec	250km/h	11.6km/L
S500 Coupe 4.7 (A)	\$613,888	4663cc	V8T/9AT	FR	455bhp/700Nm	4.6sec	250km/h	11.8km/L
Maybach S500 4.7 (A) 4dr	POA	4663cc	V8T/9AT	FR	455bhp/700Nm	5.0sec	250km/h	11.2km/L
Maybach S600 6.0 (A) 4dr	\$800,888	5980cc	V12T/7AT	FR	530bhp/830Nm	5.0sec	250km/h	8.5km/L
CLS400 3.0 (A) 4dr	\$357,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.0km/L
CLS400 Shooting Brake 3.0 (A)	\$367,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.4sec	250km/h	12.5km/L
ML250 BlueTEC 2.1 (A) SUV	\$295,888	2143cc	4TD/7AT	F4	204bhp/500Nm	9.0sec	210km/h	16.6km/L
ML400 4Matic 3.0 (A) SUV	\$343,888	2996cc	V6T/7AT	F4	333bhp/480Nm	6.1sec	250km/h	10.9km/L
ML63 AMG 5.5 (A) SUV	\$513,888	5461cc	V8T/7AT	F4	525bhp/700Nm	4.8sec	250km/h	8.5km/L
GLE450 AMG 3.0 (A) SUV	POA	2996cc	V6T/9AT	F4	367bhp/520Nm	5.7sec	250km/h	11.2km/L
GLE63 AMG 5.5 (A) SUV	POA	5461cc	V8T/7AT	F4	557bhp/700Nm	4.3sec	250km/h	8.4km/L
G350 BlueTEC 3.0 (A) SUV	\$431,888	2987cc	V6TD/7AT	F4	211bhp/540Nm	9.1sec	175km/h	8.9km/L
G63 AMG 5.5 (A) SUV	\$675,888	5461cc	V8T/7AT	F4	544bhp/760Nm	5.4sec	210km/h	7.2km/L
GL350 BlueTEC 3.0 (A) SUV	\$417,888	2987cc	V6TD/7AT	F4	258bhp/620Nm	7.9sec	220km/h	12.5km/L
GL63 AMG 5.5 (A) SUV	\$647,888	5461cc	V8T/7AT	F4	557bhp/760Nm	4.9sec	250km/h	8.1km/L
V250 2.1 (A) MPV	\$280,888	2143cc	4TD/7AT	FR	190bhp/440Nm	9.1sec	206km/h	15.6km/L
SLK200 1.8 (A) conv	\$263,888	1796cc	4T/7AT	FR	184bhp/270Nm	7.0sec	237km/h	15.4km/L
SL400 3.0 (A) conv	\$460,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.2sec	250km/h	13.0km/L
SL500 4.7 (A) conv	\$588,888	4663cc	V8T/7AT	FR	435bhp/700Nm	4.6sec	250km/h	11.0km/L
SL63 AMG 5.5 (A) conv	\$798,888	5461cc	V8T/7AT	FR	525bhp/630Nm	4.6sec	250km/h	7.2km/L
SL65 AMG 6.0 (A) conv	\$973,888	5980cc	V12T/7AT	FR	630bhp/1000Nm	4.0sec	250km/h	8.6km/L
AMG GT S 4.0 (A) coupe	\$688,888	3982cc	V8T/7DC	FR	510bhp/650Nm	3.8sec	310km/h	10.4km/L

MINI // Eurokars Habitat Pte Ltd, tel: 6473-3777, www.mini.com.sg								
One 1.2 (A) 3dr	\$120,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.2sec	195km/h	20.0km/L
One 5-Door 1.2 (A)	\$123,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.5sec	192km/h	19.6km/L
Cooper D 1.5 (A) 3dr	\$133,300	1496cc	3TD/6AT	FF	116bhp/270Nm	9.2sec	200km/h	25.6km/L
Cooper 1.5 (A) 3dr	\$140,300	1499cc	3T/6AT	FF	136bhp/220Nm	7.8sec	210km/h	20.4km/L
Cooper 5-Door 1.5 (A)	\$143,300	1499cc	3T/6AT	FF	136bhp/220Nm	8.1sec	207km/h	20.0km/L
Cooper S 2.0 (A) 3dr	\$166,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.7sec	233km/h	18.2km/L
Cooper S 5-Door 2.0 (A)	\$169,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.8sec	230km/h	18.2km/L
John Cooper Works 2.0 (A) 3dr	\$193,300	1998cc	4T/6AT	FF	231bhp/320Nm	6.1sec	246km/h	17.2km/L
John Cooper Works Clubman 1.6 (A)	POA	1598cc	4T/6AT	FF	211bhp/260Nm	7.0sec	236km/h	13.9km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
MINI continued									
Cooper Countryman 1.6 (A) 5dr	\$158,300	1598cc	4/6AT	FF	120bhp/155Nm	11.6sec	182km/h	13.2km/L	177
Cooper S Countryman 1.6 (A) 5dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.9sec	210km/h	13.3km/L	175
John Cooper Works Countryman 1.6 (A)	POA	1598cc	4T/6AT	F4	218bhp/280Nm	7.0sec	225km/h	13.5km/L	184
Cooper Paceman 1.6 (A) 3dr	\$158,300	1598cc	4/6AT	FF	122bhp/160Nm	11.5sec	184km/h	13.2km/L	177
Cooper S Paceman 1.6 (A) 3dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.8sec	212km/h	13.3km/L	175
Cooper Cabriolet 1.6 (A)	\$159,300	1598cc	4/6AT	FF	120bhp/160Nm	11.1sec	191km/h	14.5km/L	154
Cooper S Cabriolet 1.6 (A)	\$188,300	1598cc	4T/6AT	FF	184bhp/260Nm	7.6sec	220km/h	14.7km/L	153

MITSUBISHI // Cycle & Carriage Automotive Pte Ltd, tel: 6473-9722, www.mitsubishicars.com.sg

Attrage 1.2 (A) 4dr	\$94,999	1193cc	4/CVT	FF	78bhp/100Nm	14.0sec	170km/h	20.8km/L	113
Lancer EX 1.6 (A) 4dr	\$106,999	1590cc	4/4AT	FF	117bhp/154Nm	13.6sec	180km/h	13.7km/L	171
ASX 2.0 (A) SUV	\$123,999	1998cc	4/CVT	FF	150bhp/197Nm	11.3sec	193km/h	13.5km/L	176
Outlander 2.4 (A) SUV	\$143,999	2360cc	4/CVT	F4	165bhp/222Nm	11.2sec	195km/h	12.9km/L	186
Outlander PHEV 2.0 (A) SUV	POA	1998cc	4H/CVT	F4	121bhp/190Nm	11.0sec	170km/h	52.6km/L	44

NISSAN // Tan Chong Motor Sales Pte Ltd, tel: 6466-7711, www.nissan.com.sg

Note 1.2 (A) 5dr	\$90,800	1198cc	3/CVT	FF	77bhp/106Nm	16.2sec	155km/h	20.0km/L	117
Note 1.2 DIG-S (A) 5dr	\$93,800	1198cc	3S/CVT	FF	96bhp/142Nm	12.0sec	167km/h	21.7km/L	106
Almera 1.5 4dr	\$92,800	1498cc	4/5MT	FF	97bhp/134Nm	11.5sec	185km/h	15.2km/L	149
Almera Comfort 1.5 (A) 4dr	\$102,000	1498cc	4/4AT	FF	97bhp/134Nm	13.7sec	170km/h	14.9km/L	159
Almera Premium 1.5 (A) 4dr	\$99,800	1498cc	4/4AT	FF	97bhp/134Nm	13.7sec	170km/h	14.9km/L	159
Sylphy Premium 1.6 (A) 4dr	\$105,800	1598cc	4/CVT	FF	113bhp/154Nm	11.7sec	180km/h	16.1km/L	149
Sylphy Signature 1.8 (A) 4dr	\$119,800	1798cc	4/CVT	FF	128bhp/174Nm	11.4sec	186km/h	14.9km/L	160
Sylphy SSS 1.6 (A) 4dr	\$130,800	1618cc	4T/CVT	FF	187bhp/240Nm	8.4sec	205km/h	12.8km/L	187
Teana 2.0 (A) 4dr	\$135,000	1997cc	4/CVT	FF	134bhp/190Nm	12.1sec	190km/h	13.5km/L	177
Teana 2.5 (A) 4dr	\$143,000	2488cc	4/CVT	FF	169bhp/234Nm	10.1sec	210km/h	13.3km/L	180
Teana 3.5 (A) 4dr	\$177,800	3498cc	V6/CVT	FF	244bhp/312Nm	7.9sec	210km/h	10.8km/L	223
Elgrand Highway Star 2.5 (A) MPV	\$168,800	2488cc	4/CVT	FF	167bhp/245Nm	12.6sec	180km/h	11.2km/L	209
Juke 1.6 (A) SUV	\$112,800	1598cc	4/CVT	FF	113bhp/165Nm	11.5sec	170km/h	15.9km/L	145
Qashqai 1.2 (A) SUV	\$113,800	1197cc	4T/CVT	FF	113bhp/165Nm	12.9sec	173km/h	17.9km/L	129
Qashqai Premium 2.0 (A) SUV	\$127,800	1997cc	4/CVT	FF	141bhp/200Nm	10.1sec	184km/h	14.5km/L	159
X-Trail 2.0 (A) SUV	\$134,800	1997cc	4/CVT	F4	141bhp/200Nm	12.1sec	180km/h	13.3km/L	178
GT-R Black Edition 3.8 (A) coupe	\$482,800	3799cc	V6T/6DC	F4	542bhp/628Nm	2.8sec	315km/h	8.5km/L	278

OPEL // Auto Germany Pte Ltd, tel: 6922-3288, www.opel.com.sg

Corsa 1.4 (A) 5dr	POA	1398cc	4/6AT	FF	90bhp/130Nm	13.9sec	170km/h	16.9km/L	139
Astra 1.4 Turbo (A) 5dr	\$119,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.2sec	200km/h	14.9km/L	157
Astra GTC 1.4 (A) coupe	\$149,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.3sec	200km/h	14.7km/L	139
Meriva 1.4 (A) 5dr	\$115,800	1364cc	4T/6AT	FF	140bhp/200Nm	11.1sec	193km/h	13.9km/L	169
Zafira Tourer 1.4 (A) MPV	\$149,800	1362cc	4T/6AT	FF	140bhp/200Nm	10.9sec	197km/h	13.9km/L	169
Insignia 1.6 (A) 4dr	\$149,800	1598cc	4T/6AT	FF	170bhp/260Nm	9.9sec	210km/h	15.2km/L	164

PAGANI // EuroSports Auto Pte Ltd, tel: 6565-5995

Huayra 6.0 (A) coupe	POA	5980cc	V12T/7AM	MR	700bhp/1000Nm	3.3sec	370km/h	6.7km/L	463
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PERODUA // Perocom Auto Pte Ltd, tel: 6880-8101, www.perodua.com.sg

Kenari EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	55bhp/88Nm	20.5sec	140km/h	not avail.	notavail
Viva EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	61bhp/90Nm	15.4sec	145km/h	15.2km/L	notavail
Myvi EZi 1.3 (A) 5dr	POA	1298cc	4/4AT	FF	87bhp/120Nm	13.0sec	164km/h	15.6km/L	notavail

PEUGEOT // AutoFrance, tel: 6376-2288, www.peugeot.com.sg

308 Active 1.2 (A) 5dr	\$118,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.2sec	200km/h	19.6km/L	117
308 Allure 1.2 (A) 5dr	\$124,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L	119
308 SW Allure 1.2 (A) estate	\$122,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L	119
3008 Active e-HDi 1.6 (A) MPV	\$126,900	1560cc	4TD/6AM	FF	112bhp/270Nm	12.6sec	183km/h	22.2km/L	117
508 Allure 1.6 (A) 4dr	\$154,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L	134
508 Allure 1.6 (A) estate	\$159,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L	135
5008 e-HDi 1.6 (A) MPV	\$133,900	1560cc	4TD/6AM	FF	112bhp/270Nm	13.2sec	183km/h	20.4km/L	127
RCZ 1.6 (A) coupe	POA	1598cc	4T/6AT	FF	156bhp/240Nm	8.4sec	213km/h	13.7km/L	168

PORSCHE // Stuttgart Auto Pte Ltd, tel: 6363-0911, www.porsche.com.sg

911 Carrera 3.4 (A) coupe	\$504,489	3436cc	F6/7DC	RR	350bhp/390Nm	4.6sec	287km/h	12.2km/L	194
911 Carrera S 3.8 (A) coupe	\$574,489	3800cc	F6/7DC	RR	400bhp/440Nm	4.3sec	302km/h	11.5km/L	205
911 Carrera GTS 3.8 (A) coupe	\$624,189	3800cc	F6/7DC	RR	430bhp/440Nm	4.0sec	304km/h	11.5km/L	202
911 Carrera 4 3.4 (A) coupe	\$539,989	3436cc	F6/7DC	R4	350bhp/390Nm	4.7sec	283km/h	11.6km/L	203
911 Carrera 4S 3.8 (A) coupe	\$608,289	3800cc	F6/7DC	R4	400bhp/440Nm	4.3sec	297km/h	11.0km/L	215
911 Carrera 4 GTS 3.8 (A) coupe	\$658,989	3800cc	F6/7DC	R4	430bhp/440Nm	4.0sec	302km/h	11.0km/L	212
911 Carrera Cabriolet 3.4 (A)	\$567,789	3436cc	F6/7DC	RR	350bhp/390Nm	4.8sec	284km/h	11.9km/L	198

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
PORSCHE continued								
911 Carrera S Cabriolet 3.8 (A)	\$637,589	3800cc	F6/7DC	RR	400bhp/440Nm	4.5sec	299km/h	11.2km/L
911 Carrera GTS Cabriolet 3.8 (A)	\$688,489	3800cc	F6/7DC	RR	430bhp/440Nm	4.2sec	302km/h	11.2km/L
911 Carrera 4 Cabriolet 3.4 (A)	\$607,289	3436cc	F6/7DC	R4	350bhp/390Nm	4.9sec	280km/h	11.5km/L
911 Carrera 4S Cabriolet 3.8 (A)	\$669,589	3800cc	F6/7DC	R4	400bhp/440Nm	4.5sec	294km/h	10.9km/L
911 Carrera 4 GTS Cabriolet 3.8 (A)	\$720,289	3800cc	F6/7DC	R4	430bhp/440Nm	4.2sec	301km/h	10.9km/L
911 GT3 3.8 (A) conv	\$611,289	3436cc	F6/7DC	R4	350bhp/390Nm	5.0sec	280km/h	11.5km/L
911 Targa 4S 3.8 (A) conv	\$673,589	3800cc	F6/7DC	R4	400bhp/440Nm	4.6sec	294km/h	10.9km/L
911 Targa 4 GTS 3.8 (A) conv	\$720,289	3800cc	F6/7DC	R4	430bhp/440Nm	4.3sec	301km/h	10.9km/L
911 GT3 3.8 (A) coupe	\$703,689	3799cc	F6/7DC	RR	475bhp/440Nm	3.5sec	315km/h	8.1km/L
911 GT3 RS 4.0 (A) coupe	\$857,889	3996cc	F6/7DC	RR	500bhp/460Nm	3.3sec	310km/h	7.9km/L
911 Turbo 3.8 (A) coupe	\$786,289	3800cc	F6T/7DC	R4	520bhp/660Nm	3.4sec	315km/h	10.3km/L
911 Turbo S 3.8 (A) coupe	\$919,389	3800cc	F6T/7DC	R4	560bhp/700Nm	3.1sec	318km/h	10.3km/L
911 Turbo Cabriolet 3.8 (A)	\$860,989	3800cc	F6T/7DC	R4	520bhp/660Nm	3.5sec	315km/h	10.1km/L
911 Turbo S Cabriolet 3.8 (A)	\$996,689	3800cc	F6T/7DC	R4	560bhp/700Nm	3.2sec	318km/h	10.1km/L
Cayman 2.7 (A) coupe	\$313,989	2706cc	F6/7DC	MR	275bhp/290Nm	5.6sec	264km/h	12.7km/L
Cayman S 3.4 (A) coupe	\$376,789	3436cc	F6/7DC	MR	325bhp/370Nm	4.9sec	281km/h	12.2km/L
Cayman GTS 3.4 (A) coupe	\$421,689	3436cc	F6/7DC	MR	340bhp/380Nm	4.8sec	283km/h	12.2km/L
Cayman GT4 3.8 coupe	\$492,689	3800cc	F6/GMT	MR	385bhp/420Nm	4.4sec	295km/h	9.7km/L
Boxster 2.7 (A) conv	\$307,089	2706cc	F6/7DC	MR	265bhp/280Nm	5.7sec	262km/h	12.7km/L
Boxster S 3.4 (A) conv	\$362,889	3436cc	F6/7DC	MR	315bhp/360Nm	5.0sec	277km/h	12.2km/L
Boxster GTS 3.4 (A) conv	\$402,789	3436cc	F6/7DC	MR	330bhp/370Nm	4.9sec	279km/h	12.2km/L
Boxster Spyder 3.8 conv	\$442,589	3800cc	F6/GMT	MR	375bhp/420Nm	4.5sec	290km/h	10.1km/L
Macan 2.0 (A) SUV	\$288,789	1984cc	4T/7DC	F4	237bhp/350Nm	6.9sec	223km/h	13.3km/L
Macan S 3.0 (A) SUV	\$337,489	2997cc	V6T/7DC	F4	340bhp/460Nm	5.4sec	254km/h	11.1km/L
Macan S Diesel 3.0 (A) SUV	\$321,789	2967cc	V6TD/7DC	F4	258bhp/580Nm	6.3sec	230km/h	15.9km/L
Macan GTS 3.0 (A) SUV	\$383,989	2997cc	V6T/7DC	F4	360bhp/500Nm	5.2sec	256km/h	10.9km/L
Macan Turbo 3.6 (A) SUV	\$439,889	3604cc	V6T/7DC	F4	400bhp/550Nm	4.8sec	266km/h	10.9km/L
Cayenne 3.6 (A) SUV	\$357,789	3598cc	V6/8AT	F4	300bhp/400Nm	7.8sec	230km/h	10.1km/L
Cayenne Diesel 3.0 (A) SUV	\$364,489	2967cc	V6TD/8AT	F4	262bhp/580Nm	7.3sec	221km/h	14.7km/L
Cayenne S Diesel 4.1 (A) SUV	\$468,689	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.4sec	252km/h	12.5km/L
Cayenne S 3.6 (A) SUV	\$458,289	3604cc	V6T/8AT	F4	420bhp/550Nm	5.5sec	259km/h	10.2km/L
Cayenne S E-Hybrid 3.0 (A) SUV	\$458,689	2995cc	V6H/8AT	F4	416bhp/590Nm	5.9sec	243km/h	29.4km/L
Cayenne GTS 3.6 (A) SUV	\$546,889	3604cc	V6T/8AT	F4	440bhp/600Nm	5.2sec	262km/h	10.0km/L
Cayenne Turbo 4.8 (A) SUV	\$648,989	4806cc	V8T/8AT	F4	520bhp/750Nm	4.5sec	279km/h	8.7km/L
Cayenne Turbo S 4.8 (A) SUV	\$808,789	4806cc	V8T/8AT	F4	570bhp/800Nm	4.1sec	284km/h	8.7km/L
Panamera 3.6 (A) 5dr	\$423,389	3605cc	V6/7DC	FR	310bhp/400Nm	6.3sec	259km/h	11.9km/L
Panamera 4 3.6 (A) 5dr	\$455,089	3605cc	V6/7DC	F4	310bhp/400Nm	6.1sec	257km/h	11.5km/L
Panamera Diesel 3.0 (A) 5dr	\$423,889	2967cc	V6TD/8AT	FR	300bhp/650Nm	6.0sec	259km/h	15.6km/L
Panamera S E-Hybrid 3.0 (A) 5dr	\$559,289	2995cc	V6H/8AT	FR	416bhp/590Nm	5.5sec	270km/h	32.2km/L
Panamera S 3.0 (A) 5dr	\$571,189	2997cc	V6T/7DC	FR	420bhp/520Nm	5.1sec	287km/h	11.5km/L
Panamera 4S 3.0 (A) 5dr	\$591,689	2997cc	V6T/7DC	F4	420bhp/520Nm	4.8sec	286km/h	11.2km/L
Panamera GTS 4.8 (A) 5dr	\$683,589	4806cc	V8/7DC	F4	440bhp/520Nm	4.4sec	288km/h	9.3km/L
Panamera Turbo 4.8 (A) 5dr	\$760,389	4806cc	V8T/7DC	F4	520bhp/700Nm	4.1sec	305km/h	9.8km/L
Panamera Turbo S 4.8 (A) 5dr	\$930,289	4806cc	V8T/7DC	F4	550bhp/750Nm	3.8sec	306km/h	8.7km/L

PROTON // Proton Singapore Pte Ltd, tel: 6472-5885, www.proton.com.sg

Saga 1.3 4dr	POA	1332cc	4/5MT	FF	94bhp/120Nm	13.0sec	160km/h	13.7km/L
Preve 1.6 4dr	POA	1597cc	4/5MT	FF	107bhp/150Nm	12.0sec	180km/h	12.7km/L
Preve 1.6 CFE (A) 4dr	POA	1597cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.2km/L
Exora Bold CPS 1.6 (A) MPV	POA	1597cc	4/4AT	FF	125bhp/150Nm	15.5sec	165km/h	11.4km/L
Exora Bold CFE 1.6 (A) MPV	POA	1561cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.6km/L

RENAULT // Wearnes Automotive Pte Ltd, tel: 6471-3313, www.renault.com.sg

Captur 1.2 (A) 5dr	\$119,999	1197cc	4T/6DC	FF	120bhp/190Nm	10.9sec	192km/h	18.5km/L
Captur 1.5 (A) 5dr	\$120,999	1461cc	4TD/6DC	FF	88bhp/220Nm	13.5sec	170km/h	25.6km/L
Clio 1.5 (A) 5dr	\$111,999	1461cc	4TD/6DC	FF	90bhp/220Nm	12.9sec	176km/h	27.0km/L
Clio RS Sport 1.6 (A) 5dr	\$159,999	1618cc	4T/6DC	FF	200bhp/240Nm	6.8sec	230km/h	15.9km/L
Megane GT-Line 1.5 (A) 5dr	\$123,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.7sec	190km/h	23.8km/L
Megane RS265 2.0 3dr	POA	1998cc	4T/6MT	FF	265bhp/360Nm	6.0sec	255km/h	12.2km/L
Fluence Privilege 1.5 (A) 4dr	\$119,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.9sec	185km/h	22.7km/L
Grand Scenic 1.5 (A) MPV	\$137,999	1461cc	4TD/6DC	FF	110bhp/240Nm	14.3sec	180km/h	21.3km/L

ROLLS-ROYCE // Rolls-Royce Motor Cars Singapore, tel: 6479-4333, www.rolls-roycemotorcars-singapore.com

Ghost SII 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.9sec	250km/h	7.1km/L
Ghost SII EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.8sec	250km/h	7.1km/L
Ghost V 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	4.9sec	250km/h	7.1km/L
Ghost V EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	5.0sec	250km/h	7.1km/L
Wraith 6.6 (A) coupe	POA	6592cc	V12T/8AT	FR	624bhp/800Nm	4.6sec	250km/h	7.1km/L
Phantom SII 6.7 (A) 4dr	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.9km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ROLLS-ROYCE continued								
Phantom Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.8sec	250km/h	7.0km/L
Phantom Drophead Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.8km/L

RUF // Specialised Automobiles Pte Ltd, tel: 6479-9911

3800S 3.8 (A) conv	POA	3800cc	F6/7DC	MR	420bhp/450Nm	4.1sec	300km/h	11.5km/L
Rt 35 3.8 (A) coupe	POA	3800cc	F6T/7DC	RR	630bhp/825Nm	3.1sec	338km/h	9.1km/L
CTR3 3.8 (A) coupe	POA	3800cc	F6T/7DC	MR	777bhp/980Nm	3.2sec	380km/h	7.4km/L

SSANGYONG // Motorway SsangYong Pte Ltd, tel: 6463-2200, www.ssangyong.com.sg

Tivoli 1.6 (A) SUV	\$125,888	1597cc	4/6AT	FF	128bhp/160Nm	12.0sec	175km/h	13.9km/L
Tivoli 1.6 (A) SUV	POA	1597cc	4TD/6AT	FF	115bhp/300Nm	not avail.	172km/h	18.2km/L
Rexton 2.0 (A) SUV	\$169,888	1998cc	4TD/5AT	FF	155bhp/360Nm	13.2sec	175km/h	12.8km/L
Stavic 2.0 (A) MPV	\$156,888	1998cc	4TD/5AT	FF	155bhp/360Nm	not avail.	181km/h	12.8km/L

SUBARU // Motor Image Enterprises Pte Ltd, tel: 6417-0300, www.subaru.com.sg

Impreza 1.6i-S (A) 4dr	\$105,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L
Impreza 1.6i-S (A) 5dr	\$107,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L
WRX 2.0 4dr	\$159,800	1998cc	F4T/6MT	F4	268bhp/350Nm	6.0sec	215km/h	10.9km/L
WRX 2.0 (A) 4dr	\$159,800	1998cc	F4T/CVT	F4	268bhp/350Nm	6.3sec	240km/h	11.6km/L
WRX STI 2.5 4dr	\$197,800	2457cc	F4T/6MT	F4	305bhp/407Nm	5.2sec	255km/h	9.6km/L
Legacy 2.5 (A) 4dr	\$127,800	2498cc	F4/CVT	F4	175bhp/235Nm	9.6sec	210km/h	13.0km/L
Levorg 1.6 (A) estate	POA	1600cc	F4T/CVT	F4	170bhp/250Nm	8.9sec	210km/h	13.5km/L
Forester 2.0i (A) SUV	\$119,800	1995cc	F4/CVT	F4	150bhp/198Nm	11.8sec	192km/h	12.7km/L
Forester 2.0 XT (A) SUV	\$129,800	1998cc	F4T/CVT	F4	240bhp/350Nm	7.5sec	221km/h	11.8km/L
Outback 2.5 (A) estate	\$136,800	2498cc	F4/CVT	F4	175bhp/235Nm	10.2sec	210km/h	13.0km/L
XV 1.6 (A) SUV	\$111,800	1600cc	F4/CVT	F4	114bhp/150Nm	13.8sec	175km/h	15.9km/L
BRZ 2.0 coupe	\$151,800	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
BRZ 2.0 (A) coupe	\$151,800	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.1km/L

SUZUKI // Champion Motors (1975) Pte Ltd, tel: 6631-1118, www.suzukicar.com.sg

Swift GLX 1.4 (A) 5dr	\$91,900	1372cc	4/4AT	FF	95bhp/130Nm	12.3sec	165km/h	16.1km/L
Swift Sport 1.6 5dr	\$104,900	1586cc	4/6MT	FF	136bhp/160Nm	8.7sec	195km/h	15.4km/L
Swift Sport 1.6 (A) 5dr	\$107,900	1586cc	4/CVT	FF	136bhp/160Nm	8.7sec	185km/h	16.4km/L
Solio 1.2 (A) 5dr	\$92,900	1242cc	4/CVT	FF	91bhp/118Nm	13.5sec	155km/h	18.9km/L
S-Cross 1.6 (A) 5dr	\$108,900	1586cc	4/CVT	FF	120bhp/156Nm	12.4sec	170km/h	17.2km/L
S-Cross AllGrip 1.6 (A) 5dr	\$114,900	1586cc	4/CVT	F4	120bhp/156Nm	13.5sec	165km/h	16.1km/L
Vitara 1.6 (A) 5dr	POA	1586cc	4/6AT	F4	120bhp/156Nm	13.0sec	180km/h	17.5km/L

TOYOTA // Borneo Motors (S) Pte Ltd, tel: 6631-1188, www.toyotasingapore.com.sg

Vios Elegance 1.5 (A) 4dr	\$103,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L
Vios Grande 1.5 (A) 4dr	\$108,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L
Corolla Altis 1.6 (A) 4dr	\$110,888	1598cc	4/CVT	FF	121bhp/154Nm	11.1sec	185km/h	15.4km/L
Prius C 1.5 (A) 5dr	\$115,888	1497cc	4H/CVT	FF	100bhp/111Nm	10.7sec	170km/h	25.6km/L
Prius 1.8 (A) 5dr	\$135,888	1798cc	4H/CVT	FF	100bhp/142Nm	10.4sec	180km/h	25.0km/L
Camry 2.0 (A) 4dr	\$143,888	1998cc	4/6AT	FF	164bhp/199Nm	10.8sec	187km/h	14.0km/L
Camry 2.5 (A) 4dr	\$149,888	2494cc	4/6AT	FF	178bhp/231Nm	9.2sec	210km/h	12.9km/L
Camry Hybrid 2.5 (A) 4dr	\$176,888	2494cc	4H/CVT	FF	205bhp/213Nm	8.7sec	185km/h	19.6km/L
Avanza 1.5 (A) MPV	\$118,888	1495cc	4/4AT	FF	103bhp/136Nm	15.0sec	165km/h	13.2km/L
Wish Standard 1.8 (A) MPV	\$128,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L
Wish Elegance 1.8 (A) MPV	\$135,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L
Previa 2.4 (A) 7-seat MPV	\$182,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L
Previa 2.4 (A) 8-seat MPV	\$186,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L
Alphard Elegance 2.5 (A) MPV	\$212,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
Vellfire 2.5 (A) MPV	\$213,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
RAV4 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
86 S 2.0 coupe	POA	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
86 GS 2.0 (A) coupe	POA	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.3km/L

VOLKSWAGEN // Volkswagen Centre Singapore, tel: 6474-8288, www.volkswagen.com.sg

Polo 1.2 (A) 5dr	\$104,300	1197cc	4T/7DC	FF	90bhp/160Nm	10.9sec	182km/h	18.9km/L
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LARGE SALOONS BELOW \$160,000



CHEVROLET MALIBU 2.4 - \$129,999
 FORD MONDEO 1.5 - \$153,999
 HYUNDAI SONATA VIII 2.0 - \$130,999
 MAZDA 6 2.0 - \$140,888
 NISSAN TEANA 2.0 - \$135,000
 NISSAN TEANA 2.5 - \$143,000

OPEL INSIGNIA 1.6 - \$149,800
 PEUGEOT 508 1.6 - \$155,900
 SUBARU LEGACY 2.5 - \$127,800
 TOYOTA CAMRY 2.0 - \$143,888
 TOYOTA CAMRY 2.5 - \$149,888
 VOLKSWAGEN PASSAT 1.8 - \$148,800

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
VOLKSWAGEN continued								
Beetle 1.2 (A) 3dr	\$126,800	1197cc	4T/7DC	FF	105bhp/175Nm	10.9sec	180km/h	16.9km/L
Beetle 1.4 (A) 3dr	\$148,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.3sec	207km/h	16.1km/L
Golf 1.2 (A) 5dr	\$110,800	1197cc	4T/7DC	FF	105bhp/175Nm	10.2sec	192km/h	21.0km/L
Golf 1.4 (A) 5dr	\$115,800	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
Golf Sport 1.4 (A) 5dr	\$150,300	1395cc	4T/7DC	FF	140bhp/250Nm	8.4sec	212km/h	20.0km/L
Golf GTI 2.0 (A) 5dr	\$190,800	1984cc	4T/6DC	FF	220bhp/350Nm	6.5sec	244km/h	15.6km/L
Golf R 2.0 (A) 5dr	\$212,300	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.1km/L
Golf Cabriolet 1.4 (A)	\$171,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.4sec	216km/h	15.8km/L
Golf GTI Cabriolet 2.0 (A)	\$189,800	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	235km/h	13.0km/L
Scirocco 1.4 (A) coupe	\$125,800	1390cc	4T/7DC	FF	122bhp/200Nm	9.7sec	200km/h	15.9km/L
Scirocco R 2.0 (A) coupe	\$201,800	1984cc	4T/6DC	FF	280bhp/350Nm	5.5sec	250km/h	12.7km/L
Jetta Highline 1.4 (A) 4dr	\$119,800	1390cc	4T/7DC	FF	122bhp/200Nm	9.8sec	202km/h	16.6km/L
Touran 1.4 (A) MPV	POA	1395cc	4T/7DC	FF	150bhp/250Nm	8.9sec	209km/h	17.9km/L
Touran Comfort 1.4 (A) MPV	\$152,800	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L
Touran Sport 1.4 (A) MPV	\$166,800	1390cc	4TS/7DC	FF	170bhp/240Nm	8.5sec	213km/h	15.2km/L
Touran 1.6 TDI (A) MPV	\$139,300	1598cc	4TD/7DC	FF	105bhp/250Nm	12.8sec	183km/h	21.7km/L
Sharan 2.0 (A) MPV	\$189,800	1984cc	4T/6DC	FF	200bhp/280Nm	8.3sec	220km/h	11.7km/L
Sharan 2.0 TDI (A) MPV	POA	1968cc	4TD/6DC	FF	170bhp/350Nm	9.8sec	210km/h	16.9km/L
Passat 1.8 (A) 4dr	\$148,800	1798cc	4T/7DC	FF	180bhp/250Nm	7.9sec	232km/h	16.9km/L
Passat 2.0 (A) 4dr	POA	1984cc	4T/6DC	FF	220bhp/350Nm	6.7sec	246km/h	15.6km/L
CC R-Line 2.0 (A) 4dr	\$187,300	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	240km/h	12.8km/L
Phaeton 3.6 (A) 4dr	\$336,800	3597cc	V6/6AT	F4	280bhp/370Nm	8.9sec	250km/h	8.8km/L
Phaeton 4.2 (A) 4dr	\$407,800	4172cc	V8/6AT	F4	335bhp/430Nm	6.9sec	250km/h	8.0km/L
Tiguan 1.4 (A) SUV	POA	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan 1.4 EQP (A) SUV	\$149,800	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan R-Line 2.0 (A) SUV	\$186,300	1984cc	4T/7DC	F4	210bhp/280Nm	7.3sec	213km/h	11.6km/L
Tiguan 2.0 TDI (A) SUV	POA	1968cc	4TD/7DC	F4	140bhp/320Nm	10.2sec	188km/h	16.7km/L
Touareg R-Line 3.0 TDI (A) SUV	\$308,300	2967cc	V6TD/8AT	F4	245bhp/550Nm	7.6sec	220km/h	13.9km/L

VOLVO // Wearnes Automotive Pte Ltd, tel: 6473-1488, www.volvocars.com.sg

S60 D2 1.6 (A) 4dr	\$175,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.3sec	195km/h	23.3km/L
S60 T5 Drive-E 2.0 (A) 4dr	\$175,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.3sec	230km/h	16.7km/L
V40 T2 1.5 (A) 5dr	\$160,000	1498cc	4T/6AT	FF	122bhp/220Nm	9.8sec	190km/h	18.5km/L
V40 Cross Country T5 2.0 (A) 5dr	\$185,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.1sec	210km/h	15.6km/L
V60 T5 Drive-E 2.0 (A) estate	\$195,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.4sec	230km/h	16.4km/L
V60 Cross Country T5 2.0 (A) estate	\$205,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.6sec	210km/h	15.2km/L
S80 T5 Drive-E 2.0 (A) 4dr	\$185,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.5sec	230km/h	16.1km/L
XC60 T5 Drive-E 2.0 (A) SUV	\$220,000	1969cc	4T/8AT	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L
XC60 T5 R-Design 2.0 (A) SUV	\$235,000	1999cc	4T/6DC	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L
XC90 D5 Momentum 2.0 (A) SUV	\$330,000	1969cc	4TD/8AT	F4	225bhp/470Nm	7.8sec	220km/h	17.5km/L
XC90 D5 Inscription 2.0 (A) SUV	\$360,000	1969cc	4TD/8AT	F4	225bhp/470Nm	7.8sec	220km/h	17.5km/L
XC90 T6 Momentum 2.0 (A) SUV	\$330,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L
XC90 T6 Inscription 2.0 (A) SUV	\$360,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L

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Words **David Ting**

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TECHNIQUES
BY RALLY
LEGEND RAUNO
AALTONEN.”



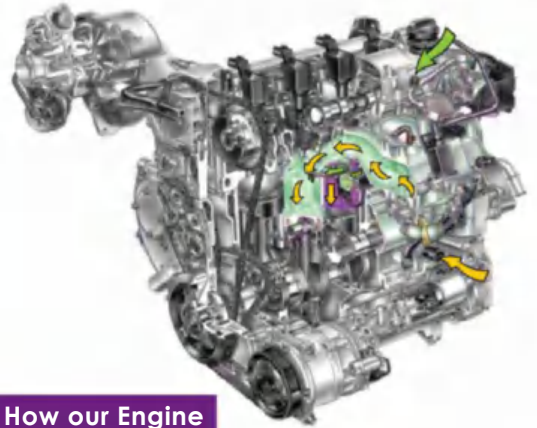
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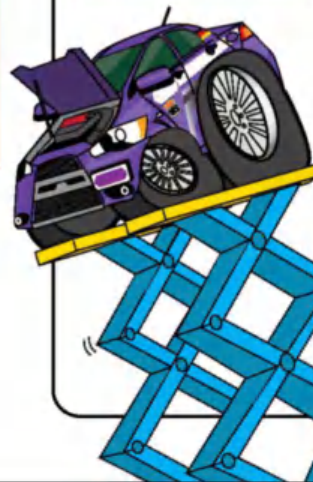


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